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Santa Fe - Norfolk Southern "Joint Track"

TWO KODACHROMES: MARK A. BESS

CP Rail / D&H to Albany

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Rudolf's Diesel • Milwaukee 261 in the Snow

05 > 0 09128 48760 1

Rolling Thunder

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Established 1815

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SUPER C-44S's have finally graced the Norfolk Southern roster in the form of 4000 h.p. Dash 9-40CW's, so far unique to NS. Of the 240-unit order, 120 (8889-9008) are arriving in 1996 and the balance (9009-9128) in 1997 with options for more. The first several are being shipped in primer from GE's Erie, Pa., facility to NS' Harry Debutts yard in Chattanooga, Tennessee, for painting. These units have air conditioning and standard AAR dual control stands like those on non-super cab units, and GE's IFC software can produce 4400 traction h.p. if needed. NS computers refer to these units as "D9-40CW's." The 8889 (**right**) was in fresh paint at the Chattanooga shops on February 4, 1996.

Railnews

COLOR PRINT: MIKE RAY

KODACHROME: CHIP SHERMAN

METROPOLITAN STEVEDORE has acquired former Santa Fe SF30C's 9504 and 9505, which were photographed at SP's West Colton Yard in California on January 6 (**below**) while en route from NRE. Upon arrival at the MSX bulk terminal in Long Beach, Calif., the rebuilt GE's will be replacing the Metropolitan Stevedore RSD12s Nos.1 and 2. The pair of former SP Alcos have reportedly been earmarked for delivery to a safe new home at Orange Empire Railway Museum in Perris, Calif.

GOIN' WEST, an action movie being filmed in Colorado with Dennis Quaid, used a pair of ex-SP SD39s painted in the Rio Grande livery. On February 1, the units rolled through Rollinsville with a D&RGW GP40. See RAILNEWS.

KODACHROME: PAUL WESTER and FRED QUAAS

BACK TO THE FUTURE! Illinois Central loaned SD40-2 6150 and SD40 6000 to its proposed merger partner Chicago Central & Pacific to help haul a grain train on February 4, seen (**below**) at Seward, Ill. The conductor on this job was Editor Boyd's longtime friend Chet French.

FUJICHROME: LANCE WALES

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Tape No.

South Amboy to N.Y. City (GG-1) 1 hr. 7
Bay Head Jct. to Matawan, N.J. (FP-40) 1 hr. 11
Phila.,PA to N.Y. City (AEM-7) 1 hr.30 min. 14
N.H. Conn. to Springfield, MA (CF-7) 1 hr.30 min. 10B
N.Y. City to New Haven, CT (AEM-7) 1 hr.45 min. 15
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From the Publisher's desk: Owning a Railroad Car

The phone line was working well, so I grabbed my old Contax and hot-footed it to the nearby West Shore tracks to catch No.1, the Weehawken-Albany passenger train whose consist in its later years usually included a baggage car, combine and coaches. Today would be special, since tacked on the rear was the bright yellow Virginia City, the private car of wealthy railfan Lucius Beebe and his sidekick Charles Clegg. It was picture-perfect weather, and the train was headed with a black multi-striped New York Central RS3. Seated on the back platform were Beebe and Clegg, T Bone Towser (the dog) probably preferring the car's interior.

George S. Edgar, formerly with the Erie Lackawanna and later with the Milwaukee Road and Missouri Pacific, bought a one-time business car which he offered me for about $8000. The cost of moving it to New Jersey, refurbishing it to the standards of the day and finding a place to store it decided me against the purchase — although it would have made a great office for me at our Newton location.

In 1965, former RAILROAD MODEL CRAFTSMAN associate editor Russell D. Porter bought the Elgin Joliet & Eastern business car No.40, an elegant 70-foot wooden truss-rodded car. Russ had it moved to a 90-foot length of track at Wisconsin Dells, Wisconsin, where he used it for many years as a summer home and studio. Russ later had a shed erected over the car as protection from the weather. Plans and photos of the car appeared in RMC's October 1965 issue.

The formation of Amtrak, wholesale scrapping of entire fleets of cars and stricter regulations regarding the operation of private cars on regular trains has limited the number of private passenger cars in service. Cars now must meet FRA and Amtrak standards regarding trucks, couplers, heating, brakes and toilets.

The American Association of Private Railroad Car Owners holds yearly meets to which owners bring their private cars, usually points of railroad interest. Some private car owners frequently offer charter trips and welcome railfans to travel on their cars to help pay the costs of operation. A number of clubs, such as the Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296, own a fleet of cars which they regularly run to fascinating places.

Cars not meeting strict federal standards may still operate on museum lines at reduced speeds. You will have to meet whatever rules and regulations are imposed by the museum, including costs.

You can expect to pay about $45,000 for a car in good condition and about $20,000 for a car in non-operating condition. A car meeting Amtrak specifications will probably be in the $120,000-$300,000 range depending on accommodations, averaging around $150,000. Add the cost of moving the car, storage and maintenance.

Or as they say in the yacht business, if you have to ask, you can't afford it.

RAILFAN & RAILROAD

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Cover

Warbonnets and Thoroughbreds in Missouri! Santa Fe GP60M 136 leads a westbound over the Crooked River bridge just west of Hardin, Missouri, on October 22, 1994, on a Santa Fe-owned segment of the "Joint Track" east of Kansas City. That same day, Norfolk Southern SD60 6617 (lower photo) had a long string of empty auto racks eastbound on home rails while a Santa Fe intermodal with warbonnet GE's on the adjacent Santa Fe track over took it. Mark Bess describes the action in his article beginning on page 54.
Two Kodachromes: Mark A. Bess.

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Today's steam and show business

I can't resist commenting on the coverage of today's steam operations mentioned in the February 1996 R&R. An SP *Daylight* lettered for two short lines ... a 2-8-0 posing next to Amtrak at the Grand Canyon ... another 2-8-0 that normally masquerades as Southern 604 making news by being restored temporarily to its BC&G livery ... a third "Consol" coming to life after many years of inactivity but with a rather wild paint scheme ... a Shay built to haul lumber heading to pull a dinner train and a grand old 2-8-2 that really gained fame when green and gold passenger colors were applied to a freight locomotive! The pictures were indeed an impressive reminder of what today's steam in the United States is all about, but I was more impressed by Mike Del Vecchio's comments following Bert Pennypacker's letter on page 8. After so many years of witnessing magazine authors and editors decry how historic steam locomotives have been "butchered" by tourist railroads, it's refreshing to see an editor of a major publication recognize that "today's steam roads are in show business." It's safe to say that if it weren't for "show business," *none* of those steamers pictured or mentioned would have operated at all during 1995!

Looking ahead to 1996, it sure would be great if Milwaukee Road 261, C&O 614 and Reading 2102 could get together at Steamtown for a festival of 4-8-4s; now that's something the Eastern U.S. probably hasn't seen since the days of the Reading Iron Horse Rambles. And, including Reading 2124, a little Yankee ingenuity could have a pair of famous Reading pioneer fantrippers "steaming" softly alongside two of today's stars. When was the last time anyone photographed four 4-8-4s together? Thanks to "show business," it might just be possible in the near future. And if it does happen, is anyone really going to care how those locomotives are painted that day?

FREDERICK G. BAILEY
Charlestown, N.H.

Hershey Cuban comments

I enjoyed the fine article on the Hershey Cuban in the March 1996 issue and I would like to make one correction. Somewhere or another the steeple cab electrics numbered 20 to 29 were labeled as Brill products. This is not true. They were built in two orders by General Electric: 20-26 in July 1920 as builders numbers 7689-7695; 27-29 in November 1925 as builders 9922-9924.

All were 60-ton units very similar to the Sacramento Northern's 650-654 series. If you can't get to Cuba you can see one of the SN units at Orange Empire in Perris, Calif., and two of them at Rio Vista Junction near Suisun.

ROBERT R. LOWRY
Corvallis, Ore.

I thoroughly enjoyed Clive Foss' article on the Hershey Cuban interurban in the March 1996 issue. Four of us from Chicago visited the Hershey Cuban in 1956 over the Thanksgiving Weekend. We had a most enjoyable time and covered the entire electric railway system, even staying overnight at the hotel in Hershey.

On that trip we did ride the branch to Cojimar which the map in the article shows as abandoned. The article, on page 46, indicated the branch was abandoned in 1946 to allow construction of the tunnel under the bay. Maybe it was put back into service at a

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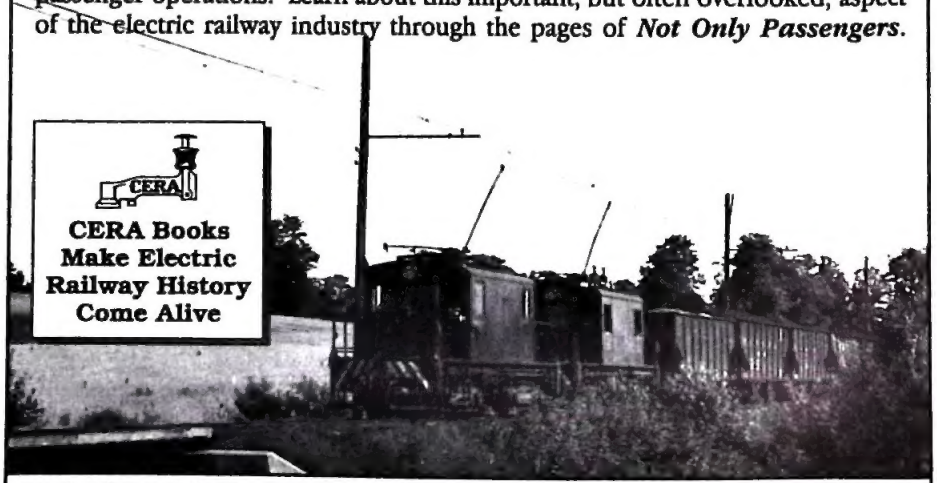

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later date. I do not recall seeing riders on our Cojimar train, however.

Curiously, many things do not change. Even in 1956 the trains to Jaruco and Caraballo left from the back of the refinery as they still do today in 1996.

RAYMOND DeGROOTE JR.
Chicago, Ill.

Thank you for the update article on the Hershey Cuban interurban operation in March R&R. Having visited the line myself in both 1980 and 1981, I was happy to see that it was still struggling along.

As to the matter of the mysterious No. 21202 off-center-cab freight motor, if my memory serves me correctly, the Hershey shop force told us back in 1981 that this was originally a *diesel*-electric unit that had come from France. The French-built diesel prime mover in the unit had terminally expired at some point in the 1970s, so the Hershey folks made it into a straight electric.

The author of the article did not mention seeing any diesel-electric units now on the Hershey operation. Back in the early 1980s, the Hershey shop maintained a diverse set of diesel-electrics, too. There were: two Montreal-built RS2s, a Baldwin S8, two 70-ton GE's and a side-rod 45-ton GE that I know of.

The two 70-tonners were both still running with those original Cooper-Bessemer FWL-6T diesel engines. However, the original Cummins engines in the side-rod tonner had long ago been replaced by some obscene eastern European primer movers.

THOMAS LAWSON, JR.
Birmingham, Ala.

Regarding Clive Foss' excellent piece on the Hershey Cuban Railway, several years ago another article on the Hershey Cuban stated the railroad had received several motorcars from the Soviet Union. According to that article the motorcars were unreliable and were fitted out as interurbans using parts from scrapped cars. I suspect 3023-3027 are these cars. The locomotive 21202 looks much like a product of FAUR, the Rumanian locomotive works. However, this is speculation.

RICHARD W. RAMSDEN
Naples, Fla.

A gunning goof

I realize the sentence in the March RF&RR that described "battleship guns ... cast in one piece" was a throw away line for local color, but to someone who knows about ships it just as disconcerting as if you were reading *Warship International* and ran across the claim that "steam heat makes Superliner cars comfortable."

Battleship guns are built-up assemblies of several forgings. The main tube components never wear out, since only the liner is exposed to shell wear and propellant heat. The shrink-fitted liner is removable and is replaced when worn. Since the last battleship in service, the *Missouri*, was laid up in 1991, it's unlikely that the navy ordered even replacement liners after that date.

PHIL SIMS
Arlington, Va.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

WHIPPANY, NEW JERSEY, April 6. "Easter Bunny Express" at the Whippany Railway Museum, Route 10 West and Whippany Road. Trains depart hourly noon-4pm. Adults $6.75, under 12 $3.75, lap babies free. Send payment and LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

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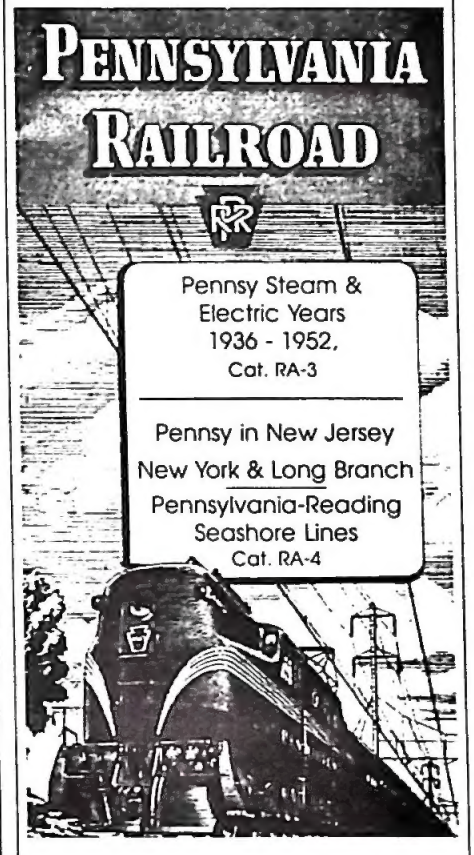
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GOWANDA, NEW YORK, April 6. Peter Cottontail Express on New York & Lake Erie Railroad with P. Cottontail and his helper onboard to pass out treats. Coach: adults $9, ages 3-11 $5, under 3 on lap free. First class: adults $10, ages 3-11 $6. First class with lunch: adults $20, 11 and under $12. Contact: NY&LE, P.O. Box 309, Gowanda, NY 14070; 716/532-5716.

ATLANTIC CITY, NEW JERSEY, April 10-11. N.J. Transportation Conference at Trump Plaza Hotel. Over 40 workshops on transportation subjects, exhibits, speakers. Full conference (2 lunches and evening reception) $175; Wednesday only (1 lunch, evening reception) $125; Thursday only (1 lunch) $95. Make checks payable to: "TransAction Conference" c/o Morris County DOT, P.O. Box 900, Courthouse, Morristown, NJ 07963-0900. To make room reservations, phone Trump Plaza Hotel at: 800/677-7378; mention transp. conference by special rate.

HIGH IRON TRAVEL, P.O. Box 50116, Minneapolis, MN 55405 (603/382-4515) is sponsoring the following first class rail trips, many of them on "rare" freight-only trackage.

April 13 Portland to Tillamook, Ore., on former SP, $295.
April 20-21 Eugene, Ore., to Yreka, Cal., on CO&P's ex-SP Siskiyou Line, $995 per person double occupancy, roomette supplement $150.

NEW YORK, NEW YORK, April 13. Conrail Historical Society New York Harbor Railfan Cruise departs Sheepshead Bay in Brooklyn 8:30am, additional boarding at Hoboken, N.J., 9:30am, for trip up East and Hudson rivers to see Amtrak, Conrail, MN, NYCTA, LIRR, NJT and NYCH rail operations and waterfront facilities of CR predecessors. Fully narrated, maps provided. Fare $50; breakfast and lunch served on board at additional cost. Contact: Kermit Geary, Jr., CRHS, Box 38, Walnutport, PA 18088-0038; 610/767-3782.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following round-trip "Dixie Land Specials" into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7 1829 or E8 6914. Ticket prices shown are coach and include dinner in the diner (except Chickamaug). Pullman seating or office car charter available at higher cost.

April 13 Chattanooga to Summerville, diesel, $54
May 4 Chattanooga to Chickamauga, steam, $32.
May 25 Chattanooga to Summerville, diesel, $54.
June 15 Chattanooga to LaFAyette, steam or diesel, $46.

STRASBURG, PENNSYLVANIA, April 13. N&W Night Photo Freight at Strasburg Rail Road featuring 4-8-0 475 lettered N&W on a mixed train. Multiple night photo opportunities. Departs 6:30pm. Fare $55. Send payment and SASE to: Steve Barry, 144 Newkirk Station Road, Elmer, NJ 08318; 609/358-8351.

NORTHBROOK, PENNSYLVANIA, April 20. Reading FP7 special on Delaware Valley Railroad departs 10am, returns 4pm. Route planned to include ex-RDG Wilmington & Northern and ex-PRR Octoraro branches, plus rare mileage on Brandywine Valley Railroad, with photo stops. $30. Send check and SASE to: Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302. Visa and MasterCard orders phone: 610/352-7063.

WINNSBORO (ROCKTON), SOUTH CAROLINA, April 20-21. South Carolina Railroad Museum 2nd Annual Railfan Weekend. Saturday photo freight with photo runbys, $15; Sunday motor car ride to end of track, $5. Send SASE to: SCRM, P.O. Box 7246, Columbia, SC 29202-7246; 803/648-1066.

DANBURY, CONNECTICUT, April 20-21. Danbury Railway Museum 1st Annual Open House and Train Show. Saturday: round trip to Beacon, N.Y., (1st passenger train on Maybrook Line since 1992) with photo runby, adults $40, ages 15 and under $35. Night photo session in ex-New Haven yard $15. Sunday: round trip to Dykeman's, adults $15, children $10. Both days feature activities in recently restored Danbury Union Station and ex-New Haven freight yard, adults $3, children $2, each day. Admission free with purchase of a train ticket. Weekend pass for all activities except night photo session, adults $50, children $40. Contact: DRM Maybrook Line Trains, P.O. Box 90, Danbury, CT 06810-0090; 203/778-8337.

CHICAGO, ILLINOIS, April 26-28. Amtrak Historical Society 2nd Annual Conference celebrating Amtrak's 25th Anniversary at Midland Hotel, in the Loop four blocks from Union Station. Slide shows, tour of facilities, displays, model contest, banquet on the 27th with former ATK president Paul Reistrup. Contact: Amtrak Historical Society, P.O. Box 753, Wakarusa, IN 46573-0753; 219/773-7867.

ELBE, WASHINGTON, April 27. Geared Tripleheader at Mt. Rainier Scenic Railroad with Climax 10, Heisler 91 and Shay 11. Depart 10:30 to MRSR shops in Mineral, back through Elbe for lunch, then round trip to Eatonville, a total of 38 miles over ex-Milwaukee Road branch line. Runbys and shop tour included. Coach $70, first class $100. Reservations required. Visa and MasterCard orders can be phoned to 360/569-2588 or faxed to 360/569-2438, or write to: MRSR, P.O. Box 921, Elbe, WA 98330.

GREENBANK, DELAWARE, April 28. Spring Steam Special on Wilmington & Western. Departs 1:30pm with photo runby and stops en route to Hockessin. Adults $25, seniors $20, ages 2-12 $10. Station snack bar and gift shop opens at noon. Contact: WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

HARRISBURG, PENNSYLVANIA, May [illegible]RAIL ROADShow '96 at The Forum, Fifth [illegible] Walnut, 1[illegible] 6pm. Multi-media slide programs by Jim [illegible], Doug [illegible]ntz, Tom Nemeth, Jerry Plant, Paul Rice and others. Advance tickets are $7, at the door $9, seniors and groups $6 each in advance. For details phone the Harrisburg Chapter NRHS at: 717/232-6221.

NEW YORK, NEW YORK, May 4. Diesel-powered parlor and coach excursion to Danbury, Conn./Beacon, N.Y., via Hell Gate Bridge and Maybrook Line using LIRR locomotives and equipment on Metro-North. For details, send LSASE to: Long Island Sunrise Trail Chapter NRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

YAKIMA, WASHINGTON, May 4. 3rd Annual Railfan's Day at Yakima Electric Railway Museum, 306 West Pine Street. Special runs and photo sessions will showcase all YVT streetcars, locomotives and artifacts. Free admission. Contact: Ken Johnsen, Yakima Interurban Lines Association, P.O. Box 649, Yakima, WA 98907; 206/432-8444

EAST TROY, WISCONSIN, May 4-5. Inaugural run over newly electrified Trent Branch at East Troy Electric Railroad Museum. First additional electrified traditional street railway trackage in over 50 years. All equipment will work. All-day pass $14. Free hot dogs. Contact: East Troy Electric Railroad Museum, P.O. Box 556, Waukesha, WI 53187-5509; 414/548-3837.

NORTHWEST DOUBLEHEADER between Portland, Ore., and Vancouver, B.C., featuring SP Daylight 4-8-4 4449 and CPR Royal Hudson 2860. Trips will overnight at Seattle. For fares and other details, contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280.

May 4-5 4449 Portland to Vancouver. **May 6-7** display at Vancouver. **May 8-9** 2860/4449 doublehead Vancouver to Portland. **May 10-12** display at Portland, including debut of restored Sumpter Valley 3-foot gauge 2-8-2 No.19. **May 13-14** 4449/2860 doublehead Portland to Vancouver. **May 18-19** 4449 Vancouver to Portland.

SPENCER, NORTH CAROLINA, May 10-12. Southern Railway Historical Association 10th Anniversary annual meeting featuring visit to NC Transportation Museum, banquet at Salisbury depot, tours of Linwood Yard and Charlotte Roadway shop, model contests and displays. Optional historical tours and shopping trips for ladies. Contact: SRHA 1996 Annual Meeting, P.O. Box 33, Spencer, NC 28159.

PALMER, MASSACHUSETTS, May 11. Ware River Rocket round trip excursion on Mass Central to South Barre with photo stops and lunch at Barre Mill Restaurant. Fare and lunch $25. Contact: Amherst Railway Society, P.O. Box 718, Warren, MA 01083.

CASS, WEST VIRGINIA, May 17-19. Cass Railfan Weekend featuring Friday night program at Cass Shops, Saturday and Sunday trips to Whittaker, Saturday night photo session at Cass depot. Full coach fares for entire weekend $60, includes box lunch both days. Family style buffet dinner Saturday night $10. Railfans invited to bring their own steam whistles. Contact: Railfan Weekend, Cass Scenic Railroad State Park, Cass, WV 24927; 800/CALLWVA.

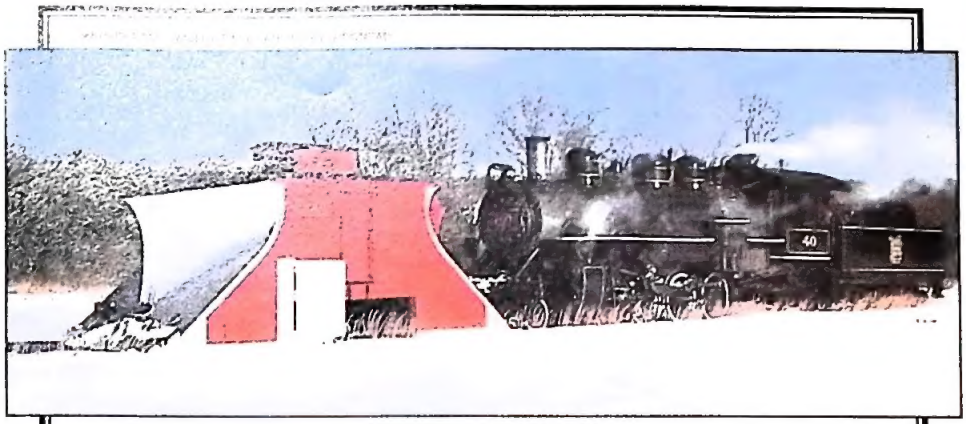
ESSEX, CONNECTICUT, May 18-19. "Railfan" Weekend at the Valley Railroad featuring both locomotives, 2-8-0 97 and Aberdeen & Rockfish 2-8-2 No.40, turned to face south and into the sun. Activities include passenger trains, work trains and doubleheaders with plenty of runbys and a night photo session. Valley 2-8-2 No.40 is expected to be lettered Aberdeen & Rockfish for at least part of the weekend. Event is free to photographers, and pay only regular fares to ride the trains: $10 for the passenger train, $15 for the work train and $20 for the night photos. The Valley Railroad needs advertising photography and is hosting this event for that purpose. All attending photographers are asked to send extra photos to the railroad for their files. Runbys and activities are being coordinated by R&R's Mike Del Vecchio. Contact: Valley Railroad "Railfan" Weekend, P.O. Box 452, Essex, CT 06426; 203/767-0103.

CHERRYVALE, KANSAS, May 18. 2nd Annual Heartland Rail Fair, in conjunction with Cherry Blossom Festival, featuring train rides, motor cars, displays and swap meet. Contact: John R. Dhooghe, 25057 Queens Road, Parsons, KS 67357; 316/421-3178.

PHILADELPHIA, PENNSYLVANIA, May 25-26. Central Electric Railfan's Association 7th Annual Electric Railway Weekend. Saturday: visit to Penn's Landing Trolley Museum and evening slide/movie presentation at Sheridan Hotel, 36th & Chestnut. Sunday: PCC/Peter Witt fan trip over streets of Philadelphia. Adults $50, under 12 $25. Contact: CERA, P.O. Box 503, Chicago, IL 60690.

GREENBANK, DELAWARE, May 26-27. Memorial Weekend Specials on Wilmington & Western. Sunday: steam trains to Mt. Cuba Picnic Grove at 12:30, 2 and 3pm. Monday: steam trains to Hockessin at 12:30 and 3:15. Contact: WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930; Fax 302/998-7408.

NEWTON (RIVERSIDE), MASSACHUSETTS, May 31-June 2. Boston Trolley Meet at Holiday Inn, 399 Grove Street, 7pm-10pm Friday, 9am-4:30pm Saturday. Sunday will feature speical trip over MBTA system. Show admission $8, separate fee for Sunday trip. Contact: George Turnbull, c/o Boston Chapter NRHS, Box 252, Newtown Station, Boston, MA 02258.



WINTER SCENES and rail preservation are always a treat. On the Valley Railroad in Essex, Ct., Hoosac Tunnel & Wilmington wooden snowplow was rolled out ahead of former-Aberdeen & Rockfish 2-8-2 No.40 on December 22nd in the field just north of the Essex depot. While historians don't know when the unusual double-ended plow was built, it is believed to have been created using parts from other plows on a wooden locomotive tender frame; note that the two plow blades are not identical and that the plow can only spread snow in one direction. HT&W lettering has since been applied, and the plow is now in service and may be used in time for the 1996 Santa Claus trains. In Windsor, Ontario, CN 4-6-2 5588 was outlined in Christmas lights creating a stunning and colorful toy-like image in front of the Detroit skyline on January 5, 1996.

KODACHROME PIERRE OZORAK

WASHINGTON, D.C. June 18 and 24. Ride to NRHS convention in Charlotte, N.C., (see listing below) onboard heavyweight Pullman *Dover Harbor* coupled behind Amtrak's *Carolinian*. Two meals served onboard in both directions. Round trip fare $299 ($324 after April 15). Contact: Washington D.C. Chapter NRHS c/o Henry Bielstein, 13435 Reid Circle, Ft. Washington, MD 20744-6522; 301/495-9668.

CHARLOTTE, NORTH CAROLINA, June 18-23. NRHS National Convention. Registration $20 for members, $25 for non-members. Non-rail activities for families also planned. For details, contact: 1996 NRHS Convention, P.O. Box 297, Spencer, NC 28159; 704/647-0508.

June 18 Steam excursion Dillsboro-Andrews on Great Smoky Mountains Ry. **June 19** VIP tour of NC Transportation Museum. **June 20** Rare mileage trip Monroe-Acme on CSX. **June 21** Railroadiana show for members only. **June 22** Rare mileage trip Monroe-Greewood over CSX. **June 23** Excursion Charlotte-Old Fort-Asheville-Saluda-Spartanburg on NS.

FORT WORTH, TEXAS, June 19-23. Santa Fe Railway Historical & Modeling Society 16th Annual Convention at Green Oaks Inn, 6901 West Freeway, featuring steam train ride, tour of AT&SF and BN facilites, slide shows, layout tours, railfanning, swap meet, annual business meeting and more. Contact: Norm Bruce, Registrar, The Texas Chief, 3501 Dorothy Lane South, Fort Worth, TX 76107. To reserve rooms, phone Green Oaks Inn at 800/772-2341 in Texas, 800/433-2174 outside Texas.

GALESBURG, ILLINOIS, June 22-23. The 19th Annual Galesburg Railroad Days at BNSF/Amtrak depot, 9am-5pm. Railroad tours of BN yard, bus tours to dispatchers office and hub center, locomotive equipment demonstrations and displays, museum visit, antique autos, live music, food and more. Contact: The Galesburg Area Convention & Visitors Bureau, P.O. Box 749, Dept. RF, Galesburg, IL 61402-0749; 309/343-1194.

CLINTON CORNERS (POUGHKEEPSIE), NEW YORK, June 29-September 29. "Railroads: Gateways to Dutchess County" 2nd annual exhibit at Clinton Historical Museum, Salt Point Turnpike, 1 miles east of Taconic Parkway, weekends 11am-5pm. Videos, early photos, memorabilia, etc. of NYC, Harlem R.R., CNE, NH and others. Contact: Bill McDermott, 914/266-5494 or 914/266-3819.

CHAMA, NEW MEXICO, June 29. 8th Annual Moonlight Train ride and steak dinner on Cumbres & Toltec Scenic. Departs 3:15pm. Adults $60, under 12 $35. Contact: Friends of the C&TS, Attention Judy Lock, 5732 Osuna Road NE, Albuquerque, NM 87109; 505/880-1311.

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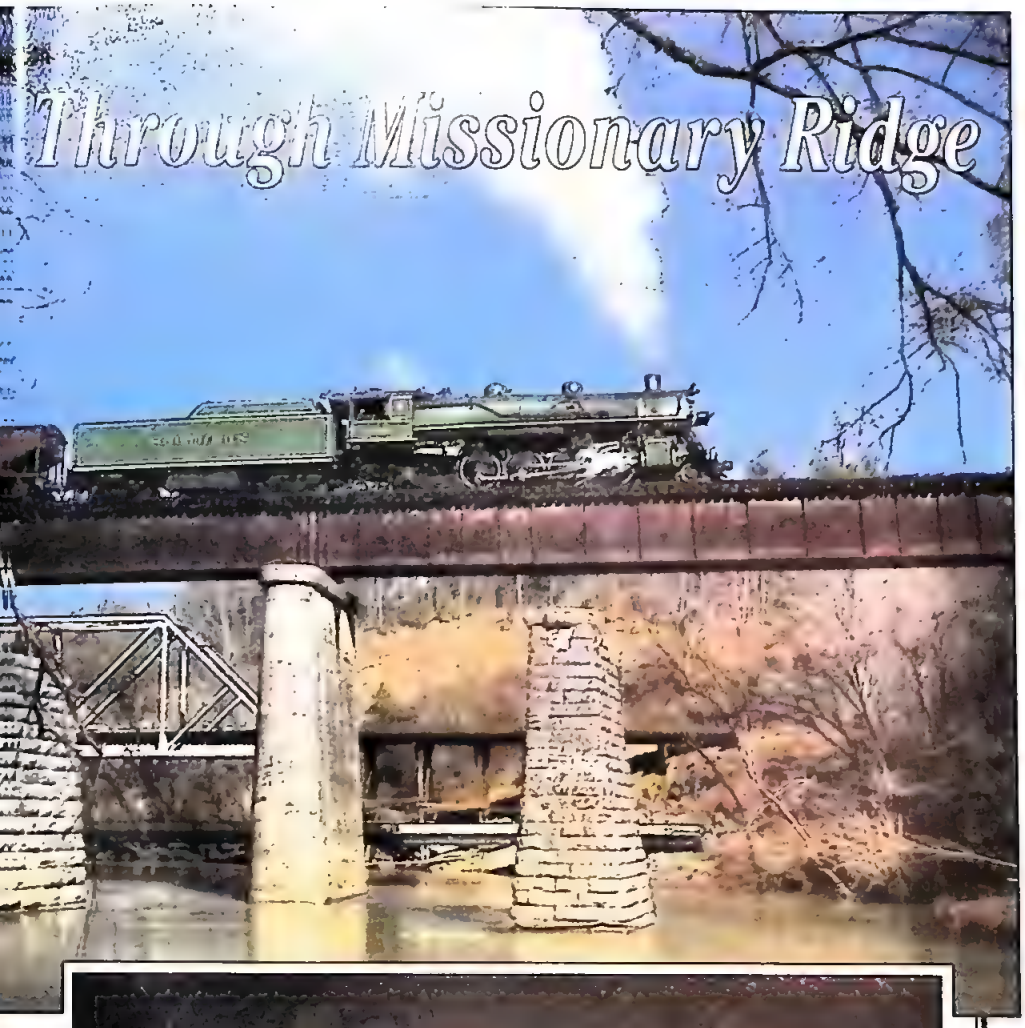

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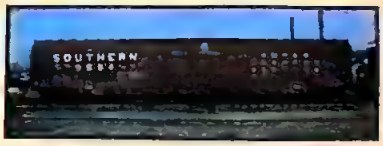

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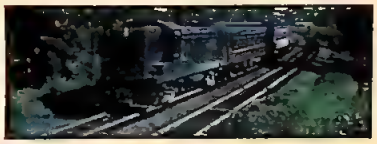

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RAILROADIANA MEETS

MANHATTAN, KANSAS, April 6. Kansas Central Division NMRA Train Meet at Pottorf Hall at Cico Park, 9am-3pm. Admission $3. Contact: Richard Napper, 811 Osage, Manhattan, KS 66502; 913/539-3837.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12, unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Wilmington, Mass., April 13-14, Shriners Auditorium.

GREAT AMERICAN TRAIN SHOW will be held at the following locations on dates listed 11am-5pm. Adults $5, under 12 free. Contact: GATS Limited, P.O. Box 1745, Lombard, IL 60148; 708/834-0652.

Las Vegas, Nev., April 13-14, Cashman Field Center, 850 Las Vegas Blvd. North. **Waco, Tex.,** April 20-21, Heart O' Texas Fairgrounds, 4601 Bosque Blvd. **Arlington, Tex.,** April 27-28, Arlington Convention Center, 1200 Ballpark Way.

Lincoln, Neb., May 4-5, Nebraska State Fair, 1800 State Fair Park Drive. **Detroit, Mich.,** May 18-19, Michigan Expo & Fairgrouds, 1120 West State Fair.

COLUMBUS, OHIO, April 13 [illegible] Railroadiana & T[illegible] Show at Ohio State Fairgrounds [illegible] p.m. Admission under 12 free. Contact: [illegible] 53 Creed C[illegible] Campbell, OH 44405, 216/755-13[illegible].

BATAVIA, NEW YORK, April 14 [illegible] Society of M[illegible] Engineers Railroad Flea Market & Show at Batavia Sheraton Inn on Park Road, 9:30am-3pm. Adults $3, 13-18 $1, under 13 free. Contact: Max R. Stell, 8030 Lewiston Road, Batavia, NY 14020; 716/343-9472.

WESTLAKE, OHIO, April 14. Cleve Antique and Collectible Show at Westlake Holiday Inn, 1100 Crocker Road, 9am-2pm. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

ELMONT, NEW YORK, April 14. St. Vincent DePaul Parish Train Show at St. Vincent DePaul School, 1510 DePaul Street, 10am-3pm. Admission $5, under 12 free with adult. Contact: Frank Deorio, 1500 DePaul St., Elmont, NY 11003; 516/352-2127.

CLASSIC TRAINS & EXHIBITIONS, 3385 Brigadoon Circle SW, Dalton, OH 44618, is hosting train shows at the following locations, 10am-4pm unless otherwise noted. Admission $2, 12 and under free, tables $20-30.

Massillon, Oh., April 14, Knights of Columbus Hall on Cherry Road. **Cuyahoga Falls/Akron, Oh.,** April 21, Sheraton Suites, 1989 Front St. **Monroeville, Pa.,** April 28, Palace Inn, routes 22 & 28. **Alliance, Oh.,**

May 4-5, Carnation Mall, State Street West (U.S. 62), 10am-9pm Saturday, 11am-6pm Sunday. **Akron, Oh.,** May 19, Tadmor Temple, 3000 Krebs Drive.

LIVINGSTON, MONTANA, April 20. 6th Railroad Swap Meet at Old Northern Pacific Depot, 10am-4pm. Admission $1, under 10 free. Contact: Livingston Depot Center, Box 1319, Livingston, MT 59047; 406/222-2300.

SLOATSBURG, NEW YORK, April 20. Train Show at Eagle Valley Firehouse on Eagle Valley Road, 9am-4pm. Admission $3. Contact: Barne. Prisco, R.D. 7, Box 226, Middletown, NY 10940; 914/386-5146.

ORLANDO, FLORIDA, April 20. Central Florida Chapter NRHS Railroadiana and Train Show & Sale at Loch Haven Park Neighborhood Center, 610 N. LAke Formosa Drive, 10am-2pm. Admission $2, under 12 free. Send SASE to: David Rhea, 905 Center Street, Ocoee, FL 34761; 407/656-8749.

DUNDAS, ONTARIO, April 20. Hobbyfest Train & Hobby Show and Sale at St. Paul's United Church, Cross & Park streets. Admission $2, under 12 50¢, family maximum $4.00. Contact:

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DANBURY, CONNECTICUT, April 20-21. Danbury Railway Museum 1st Annual Open House and Train Show. Admission $3, seniors and under 12 $2. Contact: Danbury Railway Museum Open House, P.O. Box 90, Danbury, CT 06813; 203/778-8337; internet http://www.danbury.lib.ct.us/arts/drm

BUCYRUS, OHIO, April 21. Bucyrus Train Show & Swap Meet at Bucyrus High School, 900 W. Perry Street, 10am-4pm. Admission $2, under 13 free. Contact: Bucyrus Model Railroad Association, David Moore, 1010 Bucyrus Road, Galion, OH 44833; 419/462-5035.

HELENA, MONTANA, April 21. 16th Annual Helena Railroad Fair at Civic Center, 9:30am-4pm. Admission $1, under 12 free. Contact: Bob Solomon, 161 Fairway Drive, Helena, MT 59601; 406/442-6118.

SPENCER, NORTH CAROLINA, April 27-28. Railroadiana Show at North Carolina Transportation Museum. Contact: NCTM, P.O. Box 44, Spencer, NC 28159; 704/956-2952.

WESTPORT, CONNECTICUT, April 28. Southern Connecticut Railroadiana & Artifacts Show at Staples High School Fieldhouse (70 North Ave.), 9am-4pm. Admission $5, under 12 free. Contact: Alan Altman, 12 Southwedge Drive, Getzville, NY 14068; 716/689-9074.

SUSQUEHANNA, PENNSYLVANIA, April 28. Susquehanna Train Show & Sale at Starrucca House (Iron Horse Train Station), 9am-3pm. Admission $3, under 12 free with adult. Contact: Bob Burns, 717/853-4710.

OLMSTED FALLS, OHIO, April 18. Railroadiana meet at Trolleyville U.S.A., 7100 Columbia Road, 10am-4pm. Books and magazines, videos, free streetcar rides. Admission $3, 11 and under free, family maximum $5. Contact: Trolleyville U.S.A., 216/235-4725.

ROANOKE, VIRGINIA, May 4. Spring Railfair at Virginia Transportation Museum, 10am-5pm. Dioramas, displays, operating layouts. Adults $5, under 18 $3, under 3 free. Contact: Katherine Houck, 303 Norfolk Ave. SW, Roanoke, VA 24016.

WINSLOW, NEW JERSEY, May 5. Great Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Adults $3, under 12 free with adult. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

TIMONIUM, MARYLAND, May 5. Transpo '96 at Maryland State Fairgrounds 4-H Building, York Road, 10am-4pm. Railroad, steamship, airline and bus memorabilia. Admission $5, 12 and under free. Contact Jim [illegible] '96 P.O. [illegible] 10372, Alexandria, VA 22310.

HARRISONBURG, VIRGINIA, May 5. Shenandoah Valley Railroad Club Train & Railroading Show at Rockingham County Fairgrounds, 10am-4pm. Admission $3 under 12 free, tables $14. Contact: Dan Stark, 1211 Windsor Road, Harrisonburg, VA 22801; 540-433-1014

MACON, GEORGIA, May 11. 4th Annual Middle Georgia Railroad & Train Show at Macon Coliseum, 200 Coliseum Drive, 10am-4pm. Admission $3, under 12 free. Contact: Robert Yancey, P.O. Box 5654, Macon, GA 31208-5654; 912/745-9656.

SOUTHEASTERN COLLECTIBLE EXPO shows will be held at the following locations, 10am-4pm. Admission $4, ages 6-12 $1. For details contact them at: 1819 Peeler Road, Vale, NC 28168; 704/276-1670; Fax 704/276-9931.
Lexington, Ky., May 11-12, Lexington Center's Heritage Hall. **Birmingham, Ala.,** May 25, Birmingham/Jefferson Civic Center, South Hall on 9th Ave.

PHOENIX, ARIZONA, May 18. Sahuaro Central "Everything Railroad" Spring Swap Meet at Postal Letter Carriers Union Hall, 3720 West Greenway Road, 9am-1pm. Admission $3, 12 and under free with adult. Contact: Herold Shelton, 2337 W. Stella Lane, Phoenix, AZ 85015, 602/242-0751.

ROCHESTER, MINNESOTA, May 19. C&NW Historical Society Railroadiana Show at Kahler Hotel, 20 SW Second Avenue, 8:30-9:30am for members, 9:30am-2pm for public. Contact: Ron Christensen, 3348 Cedar Lane, Bridgman, MI 49106; 616/465-3353.

FRANKLIN SQUARE, NEW YORK, May 19. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

DURAND, MICHIGAN, May 19. 18th Annual Railroad Days at Durand Union Station, 11am-4pm. Admission $2, tables $15. Contact: Janet Elliot, 1014 Adams Road, Burton, MI 48509; 810/742-1954.

JERSEY CITY, NEW JERSEY, May 19. Trans-Rail Expo at CNJ Station in Liberty State Park, 9am-5pm. Adults $6, under 12 $2. Contact: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002-0831; 201/823-4983.

STROUDSBURG, PENNSYLVANIA, May 25. Pocono Mountains Chapter NRHS Spring Train Show at Stroudsburg High School, 1100 West Main Street, 9am-2pm. Adults $3, under 12 free. Contact: John Lutz, Train Show Chairman, P.O. Box 293, Cresco, PA 18326-0293; 717/421-6947.

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BY BRUCE KELLY

What's new?

If you missed your chance to buy a copy of **Burlington Northern and its Heritage** when it was first published by Andover Junction in 1992, you'll be happy to know that it's just been reprinted by Motorbooks International and is priced at nearly $15.00 *less* than the original. (A full review appeared in the January 1993 R&R.) Authored by Steve Glischinski, this 192-page 9½"×11½" hardcover looks at each of BN's predecessor roads, then at BN itself, with an intelligent text, 16 maps and 274 color photos. Overall, the reprint is a carbon-copy of the original version, right down to the superb color reproduction. It should be noted that no revisions were made since the book's first printing, thus the new version doesn't cover the SD70MAC's, BNSF merger and other developments of the last few years. But, it still offers one of the best overviews of what was, and for the moment still is, America's biggest railroad. It sells for $39.95 plus $4.50 shipping from Motorbooks International, 729 Prospect Avenue, P.O. Box 1, Osceola, WI 54020. You may also order by phoning 800/826-6600.

SP 4-8-4 4449 has recently returned to the spotlight by hauling freight on the Willamette & Pacific and Portland & Western (February 1996 R&R), and she has a full slate of activities scheduled for the coming year, so the re-release of Harold Edmonson's **4449 — The Daylight Decade** could be viewed as a sort of advance souvenir for what should be an exciting new chapter in the life of the famous *Daylight*-liveried Northern. When published in 1991, this 16-page 9"×11½" softcover summarized the 4449's major events up to that date in 48 crisp color photos, complete with detailed text and captions. Among the *Daylight* highlights portrayed are its rebirth on the *American Freedom Train*, the marathon round trip to the 1984 World's Fair in Louisiana (including a full-bleed center-spread of the famous scene of the entire train crossing Lake Shasta), deadhead moves for the filming of the movie *Tough Guys*, winter specials on the BN, the side-by-side race against UP 4-8-4 8444 on Cajon Pass and more. It sells for $7.00 postpaid from Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647.

Steam on the Kettle Valley — A Railway Heritage Remembered is the latest work from Robert Turner, one of the leading historians of Canadian railroads. Once you get past the handsome cover painting by Max Jacquiard of CPR 2-8-2 5101 traversing a snow-covered mountainside in the Coquihalla River canyon, there's a treasure of black and white pictures to breath life into the already intriguing tales of railroading in extreme southern British Columbia, on what were once some of CP's most arduous mountain grades, chock full of trestles, tunnels, rotary plows and the occasional derailment. Toward the back are color action shots of maroon and blue GP9s and F-Ms and "action red" GP38s, plus former Mayo Lumber Shay No.3, which helped reopen part of the Kettle Valley line to excursion service in 1995. This 120-page 7¾"×9" softcover sells for $19.95 from Sono Nis Press, 1745 Blanshard Street, Victoria, BC V8W 2J8.

Amtrak Calendar correction

A minor clarification is in order regarding my review of the Amtrak wall calendar in the March issue. Artist J. Craig Thorpe of Bellevue, Wash., who produced the painting of the new *Mt Baker International* for this year's calendar, is *not* an Amtrak employee, as had been stated in the review. The calendar sells for $5.00 postpaid from Amtrak Calendar, P.O. Box 7717, Itasca, IL 60143.

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Comprehensive [illegible] Industrial Locomotives should still command help. This 300-page 6"x9" softcover lists over 1600 industrial rail operations (most with roster information and precise locations), plus an additional 1750 former operations. Chapter I looks at active industrial railroads and their motive power in a state-by-state manner, Chapter II lists "potential industries" where rail activity is in on hiatus and Chapter III lists the industrial operations that have shut down.

Since industry isn't required to register equipment with any agency, trying to compile up-to-date rosters is nearly impossible, and the R&R staff found several locomotives listed that weren't there and vise versa, but the history of the listed engines seems right on. But where this book shines is in its list of facilities which operate railroads. And the book does list hundreds of interesting units that we were not aware of, like the trio of former-N&W/Wabash Alco C425s at Fruitland, New Mexico, at the Navajo Mines. This is a long-overdue effort and a book that should be on every research shelf. Illustrated with 79 black and white photos, it sells for $22.95 plus $2.50 shipping (Cal. res. add $1.72 tax) from Rio Hondo Publishing, Dept. S3, 2595 Hardies Lane, Santa Rosa, CA 95403 — B.K. and M.D.

Book reviews

Norfolk Southern 1995 Review by Scott Lindsey, published by Hundman Publishing Company, 13110 Beverly Park Road, Mukilteo, WA 98275; 144 8½"x11" pages, softcover, $36.95 plus $3.50 shipping (Wash. res. add 8.2% tax).

If you think you don't like black, then buy this book! It will show you what Southeastern fans have known for years, that Norfolk Southern is one fine railroad. One with great variety. There always seems to be one too many prevailing negative comments in the railfan press concerning the paint choice of NS Corporation. This book will do a lot to reveal to even the most jaded fans that NS is a first class property.

Even though it reaches the Northeast and Midwest, NS will undeniably be the railroad most associated with the South. Even today in the world of mega-mergers, NS retains its Southern charm. If one word could be used to describe the current day NS, it would be "variety." Where else can you see locomotives with high and low short hoods and long- and short-hood-forward operations — and soon wide-nose units? (New Dash 9-40CW's are already being delivered in 1996.) Add to the locomotive variety the mix of doublestacks, single-level intermodal, RoadRailers, multiple boxcar or general merchandise movements, grain and automobile unit trains and the unending tide of coal (the latter divided among loads and empties, mine runs and pushers).

The *NS Review*, even though somewhat late, is worth the paper it's printed on. This volume follows the established format of the operational reviews and motive power information applied to previous *Reviews* from

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by Keith Littlewood, who takes over J. Norman Lowe's mantle, has produced this excellent work which covers typical everyday CN operations and equipment in eastern Canada from the steam-dominated 1940s and early 1950s through to the 1990s. It was a railway dominated by "Northerns" together with "Mountains", "Mikados" and "Pacifics" which were replaced by MLW units and is now GM and GE territory. $10.00

Diesel in the Maritimes and Newfoundland

by Roger Steed, covers the development of both CP and CN lines since the introduction of diesels in the area east of Quebec and Maine. The recent sales to short lines are included and there are photographs of 25 types produced by MLW and GM as well as the ubiquitous Budd RDC. $11.00

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the *CTC Board* Magazine staff. The descriptions move through NS' nine divisions with text and a nice selection of photos that highlight the uniqueness of each.

Author Lindsey has a good knowledge of the operating side of NS, and this information shows through in each chapter. These chapters, while not feature articles in depth or scope, make for a good start in detailing the divisions and their operations.

Next in the consist comes four detailed vignettes of interesting operations on the NS system. The depth of information of these sections is more detailed and shows the level of knowledge the author possesses on his subject is not limited to any one geographical area. These operating reviews include a look at routings north of Cincinnati where NS uses trackage rights from several sources to funnel trains to the north end of the famed Rathole line for movement south. These trackage rights show how NS tied the northern and southern parts of the system together in the best manner.

Next, the author examines the unprecedented trackage rights swap undertaken in southwest Virginia between NS and competitor CSX. Even though this exchange has been well documented, it's a testament to the forward thinking by the managers of the two railroads, thinking that added capacity and reduced transit times equally for both roads. Next, Lindsey takes on the complicated task of examining the constantly changing operations of the Lynchburg/Altavista/Front Royal connections. These connections between the former Southern and Norfolk & Western may have looked insignificant at first. However, as NS matured, these areas became catalysts for great change, much of it occurring over the past five to six years. The text first describes how Potomac Yard was phased out as the primary Conrail interchange and then explains how the Manassas Branch was turned into the main line serving the replacement interchange of Hagerstown, Maryland. As each year went by, NS altered its operations and juggled trains to make its service work best. In all of this, Lynchburg became the focal point for trains moving to and from Conrail. At first, trains were routed one way and then the other. This history can be complicated for those very familiar with the area. Lindsey's review is — almost without fail — accurate in every detail.

A look at NS and the Illinois Central finishes out this section of the book. This chapter looks at a little-known section of NS operations in Kentucky and Illinois, where NS combined former IC track and trackage rights on additional IC lines to better move freight from the deep South to St. Louis, the westernmost point on the system. This operation is relatively unknown, even among the most enthusiastic NS fans. Excellent, detailed maps accompany each of these four sections and are a great help in understanding the text.

Next comes a recap of the Thoroughbred Shortline Program. A small introduction in the chapter is followed by a listing of all short lines spun off even if not part of the TS program. Following the list of the spun off lines is a similar listing of abandoned lines listed by year and mileage.

A look at intermodal operations follows. It is here that the "V" word comes into play again. A look through [illegible] chapter re[illegible]ls that NS is not all super [illegible]nd doubles[illegible]ts. A fairly detailed look [illegible] designa[illegible]ns follows. And yes, NS [illegible]ses *nu*[illegible]*rs*! Merchandise trains a[illegible]d by nu[illegible]er, origin and destination. [illegible] detailed [illegible] is included of number bl[illegible]gs assigne[illegible] to other types of service. A similar list of intermodal train numbers appears in that section of the book.

Motive power and the NS roster fill the remaining pages of the *Norfolk Southern Review*. Following a motive power update that looks at the current motive power purchases and philosophies, the book wraps up with a detailed number-by-number look at the current roster and dispositions.

The roster details the units and various equipment on each unit. This gets down to the nuts and bolts, such as which units have snow plows on which ends, types of controls and even paint variations. There's that "V" word again; would you believe that NS has six versions of its paint scheme, such as Operation Lifesaver units, frame striping, yellow snowplows and the red, blue and green River Street Rambler (Savannah, Georgia's waterfront switcher)? The book finishes with a "Roster at a Glance" section.

Photo reproduction is very high throughout the entire volume. Photo selection is also very good, revealing the quality of the photographers who aim their cameras at NS. This book and the quality commitment of the publisher show that a quality book can be produced at a reasonable price. If you want to be surprised by the depth and variety of the NS system, buy this book. But be warned, I told you so — DOUG KOONTZ.

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Colorado & Southern — Southern Division Color Pictorial by Ed Fulcomer, published by Four Ways West, P.O. Box 1734-BL, La Mirada, CA 90637-1734; 128 8½" ×11" pages, hardcover, $49.95 plus $3.50 shipping.

I've never been a Chicago, Burlington & Quincy fan. In keeping with its motto, "Everywhere West," it was so sweeping that it failed to intrigue me. But tucked beneath the Front Range of the Rockies ran a unique Burlington Route subsidiary, the Colorado & Southern Railway.

This book surveys C&S' motive power from the end of steam through its absorption by Burlington Northern and into the 1990s. This is the latest of eight books in the Four Ways West series detailing the locomotives of BN's predecessor roads; *Colorado & Southern Southern Division* best stands alone; it's my favorite.

The C&S was born in 1899 and became a CB&Q subsidiary in 1909. It was formed by the amalgamation of some of Colorado's most illustrious rail routes, including the South Park Line to Leadville and the Colorado Central of Georgetown Loop fame. However, the C&S' most vital route was its main line connecting the Northwest with the Gulf Coast via Wyoming, Denver and its sibling road, the Fort Worth & Denver Railway. Fulcomer's book covers the final steam roster and the entire diesel fleet of the Denver-to-Texas Southern Division. His next volume will explore the Northern Division, north and west of the Mile High City.

The book opens with steam's final stand and a general discussion of steam locomotive classes. Unfortunately, there is no detailed steam roster. This section is well illustrated, with excellent color photos, including famous 2-8-0 638. When the fires were dropped on C&S 638 in 1962, boilers had already drawn cold across the land, for this 2-8-0 was the last regularly scheduled standard gauge steamer on a Class 1 railroad.

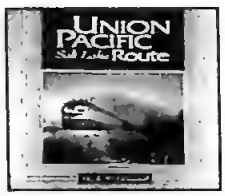
The following chapters cover first- and second-generation diesel power, the BN era, leased power and the "Joint Line." Probably the most interesting segment of the C&S was the 118-mile route between Denver and Pueblo. The C&S main was actually the Santa Fe-Rio Grande "Joint Line" on which the C&S was tenant. As a result, there are numerous views in the book of Santa Fe, Rio Grande and Burlington Route locomotives sharing assignments and facilities. Another unusual C&S operation was the switching agreement with the Santa Fe. The C&S switched the Santa Fe in Pueblo, while the latter reciprocated for the C&S in Denver. Subsequently, the motive power usually assigned to these jobs carried the initials of both roads, even in steam. Moreover, many C&S engines were painted in Burlington and BN liveries sans heralds, and the variations make fascinating reading for the diesel fan.

Unquestionably, the queens of the C&S fleet were the unique EMC E5 passenger units clad entirely in stainless steel. All of these stunning race horses ran out their final miles on the C&S in freight service. The author highlights these silver steeds with beautiful photos and an Ernie Towler cover painting. Fulcomer also follows the C&S "graduates" across the vast BN system.

In keeping with the previous books, detailed rosters and motive power histories of each class are illustrated with perfectly reproduced photos printed on 100-pound stock.

While the photos have informative captions, the C&S history that introduces the book was disappointingly brief. And, nowhere does the author interpret the E5 "accent striping," a streamliner classic. It was, alas, a caricature of the windshield and vents on the *Pioneer Zephyr*.

The variety of paint schemes and classic diesels makes this book a railfan and model railroader's delight. Naturally, it's essential for all Burlington libraries, but Santa Fe and Rio Grande buffs need this book to complete their collections, too — BILL PALMER.



Union Pacific Salt Lake Route by Mark W. Hemphill, published by Boston Mills Press, available from Stoddart Publishing, 34 Lesmill Road, North York, ONT M3B 2T6; 176 10½"×11½" pages, hardcover, $55.00 U.S., $75.00 Canadian.

When completed in 1905, the public, the trade press and even railroaders scoffed at Union Pacific's Los Angeles & Salt Lake Railroad. Traversing 800 desolate desert miles between its namesake cities, its route passed "not enough people," to quote one UP

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engineer, "to fill a good-sized house." Today a vital part of the UP system, flooded with doublestack and coal trains headed for export, it wasn't until the 1930s that UP's investment in Montana mining magnate William A. Clark's empire- building foray began to pay off.

The Salt Lake Route "was never a part of the national dream or an early transcontinental scheme" author Mark Hemphill writes. "An optimist would call the LA&SL a bet on the future. A realist would call the LA&SL a hopeful expedition into an unpropitious wasteland. A cynic would call the LA&SL a fantastically expensive exercise in ego gratification."

UP hesitated to even build a railroad linking the Overland Route to Los Angeles. UP's E.H. Harriman was never convinced the traffic potential was worth a turf battle with C.P. Huntington, whose Southern Pacific virtually owned California. It wasn't until William Clark, Montana's "Copper King," a millionaire and former senator, announced plans in 1900 to construct such a route to satisfy his prodigious ego that UP was forced to act. What followed was another of the West's epic railroad battles, waged more in the courtroom than along the right of way, ending in UP's purchase of Clark's San Pedro, Los Angeles & Salt Lake Railroad in 1903, keeping "the Pedro" away from Harriman competitors. Though the name survived (shortened to the more familiar LA&SL, it existed as a corporate entity until 1988), Harriman, of course, prevailed. But Clark got what he wanted: the reputation as a railroad builder.

This all-color volume explores the origins, development and operations of this vital UP route linking southern California with the East. It's a stunner.

It is rare indeed when a scholarly work is illustrated so lavishly; even rarer in this day of "$60.00 slide show" books when the text is actually intelligent and groundbreaking in its research. Hemphill and Boston Mills have exceeded expectations on both counts. *Union Pacific Salt Lake Route* is a fascinating story, made all the more enjoyable by Hemphill's accessible writing style, weaving statistical information gleaned from musty copies of industry organs like *Blast Furnace and Steel Plant*, *Engineering News* and *Railway Signaling & Communications*. Anecdotes and first-hand observations fascinating railroad through an ever more fascinating land. A tireless devotion to research and knowledge of history, geology and the mining industry hold him in great stead as he dissects the railroad from a social, economic and geographical approach. His interest in railroad engineering provides insight in the process of locating a railroad touched on in few popular railroad works. It's all here: the epic floods in Meadow Valley Wash; the 17-mile 2.2% Cima Hill grade (and the chilling tale of a work train which ran away with fatal results in 1980); the development of Utah's steel industry; the demise of passenger service despite funky experiments like Aero-Train and the boom in intermodal and coal traffic which necessitated capacity improvements.

But the written word is only half the story. You'd expect UP's toughest grades and tightest curvature to produce some spectacular photographic opportunities, and the 48 photographic contributors deliver the goods with several amazing views, including stuff you won't believe from the narrows of Clover Creek Canyon and Meadow Valley Wash from Kodachrome gods Jamie Schmid, Tim Zukas, Mel Patrick and Eric Blasko.

Long before scanners and four-by-fours made reaching such remote locations (a tad bit) easier, guys like Gordon Glattenberg, Hank Mills, John Shaw and Chard Walker were trackside, photographing the first and second generations of dieselization, the F3s, Geeps, SD24s, and even the fleeting operation of UP's classes of Gas Turbines into the "southland." Worth special mention are views by the late Frank J. Peterson of Cajon Pass in the late 1940s and early 1950s documenting the brief but dramatic transition when the South-Central District had been dieselized practically overnight as oil-burning 2-10-2s were replaced by sets of FA1s, Erie-builts and H20-44 helper locomotives. The vintage views are worth the price of the book alone.

The reproduction is what you've come to expect from Boston Mills: superb. And

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A&R was fortunate to work with the East Tennessee & Western North Carolina RR Historical Society to produce their films. With their cooperation, an accurate description of the scenes has resulted in a significant contribution to the preservation of the visions and sounds of the railroad. A portion of the sales goes to the Society to enable them to preserve and disseminate more of the history and memorabilia of the "Tweetsie".

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Rumor has it Hemphill, studying toward his PhD at University of Illinois Champaign-Urbana, is already working towards companion volumes on UP's Northwest and Eastern districts. While sometimes I feel we have a glut of doctors these days, we certainly aren't deluged with books of the thoughtfulness, depth and quality of *Union Pacific Salt Lake Route* too often. I hope we'll be seeing the other volumes in the near future — BLAIR KOOISTRA.

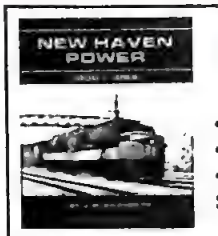
Videos

BY MIKE DEL VECCHIO

New Arrivals

Great Steam Trains, Volume 3, from Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45123; 513/732-0660, is the latest in GSVP's series of steam vignettes from around North America. This Volume 3 contains four roughly 15-minute segments. The show opens with a 1992 trip with N&W J-Class 4-8-4 611 running from Portsmouth, Ohio, to Williamson, W.Va. Also included in this segment is the golden spike ceremony dedicating the 100th Anniversary of the completion of N&W's Ohio Extension. Chapter 2 includes two days of heavy, doubleheaded passenger trains on the Cumbres & Toltec Scenic during the fall of 1992. Chapter 3 shows the 1993 operations of the Virginia Central with its doubleheaded ex-CPR G5 4-6-2s 1286 and 1238 between Clifton Forge and Charlottesville, Va., on CSX, and Chapter 4 documents the 1994 New River Train which was pulled by Milwaukee Road 4-8-4 261 that year. Each segment is a competent documentary of each respective operation featuring a variety of lineside camera angles and composition. But in terms of main line action, the last two segments are worth the price of admission. Those Virginia Central trips, which only operated for a few weekends before CSX poo-poo'd passenger excursions, were the sleeper steam events of that year. Those two engines put on one spirited show on the steady 1% climb, and Scholl features enough runbys to make a believer out of anyone. With identical doubleheaded engines and heavyweights in the consist, this operation seems quite a bit like the steam era except for the paint. The Milwaukee 261 on the New River trips featured terrific action also with the Northern-type working hard accelerating 30-car consists. This tape is sure to please. (VHS only, PAL format available) 60 minutes, $29.95 plus $4.00 shipping (Ohio res. add 6% sales tax).

"Pennsy Steam & Electric Years 1936-1952," from Digital Image Works, 110 Gallagher Road, Wayne, PA 19087; 610/254-8910, features the black and white films of the late Ted Gay digitally mastered, edited and transferred. The coverage includes New York's Penn Station westward to Harrisburg via Philadelphia; the New York, the Harrisburg and the Philadelphia Terminal divisions. Noted cinematographer Ted Gay captured a workaday Pennsy from lineside and from the trains. The show begins with rare views of the Gothic facade of Penn Station in the heart of Manhattan, now the site of Madison Square Garden and the Felt Forum, and the underside operations with GG1s and various versions of the P5 electrics which has changed little with today's Amtrak except for the equipment. The tour continues westward with steam and GG1s side by side on the main lines. Steam scenes include footage of K4 Pacifics, E6s and a rare E3 4-4-2 under steam, M1 Mountain-types and more, plus several varieties of passenger car types. Numerous freight trains are also shown, including a hopper with a flaming hot journal being set out and a derailment caused by a hot box being cleaned up west of Philly. Other rare scenes show 30th Street station in operation and also just as it's being dismantled. The narration by Art Wilkinson is very well researched and all of the equipment spotting seemed right on. Appropriate brass music accompanies the films throughout. This show is the first of a three tape series from Digital Image Works commemorating



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Feature Reviews

"Tennessee Narrow Gauge, ET&WNC — The War Years." and **"Tennessee Narrow Gauge ET&WNC — The Final Years,"** from A&R Video Productions and the ET&WNC Historical Society, P.O. Box 492, Kensington, CT 06037; 800/246-5898. VHS only, VISA and MasterCard accepted. The tapes run 50 minutes and 20 minutes, respectively, and they are available only as a two-tape set for $34.95 plus $4.00 shipping (Conn. res. add $2.10 sales tax).

Quick — name a domestic, narrow gauge railroad with the scenery of the Durango & Silverton's Animas River Gorge, the atmosphere and friendliness of the East Broad Top, and the grades and flora of Ecuador's all-Baldwin Guayaquil & Quito through the Andes. You probably wouldn't come up with the East Tennessee & Western North Carolina located in the wilds of Appalachia between Elizabethton, Tenn., and Cranberry, N.C. Nicknamed even then "Tweetsie," the name and one of its engines live on as the Tweetsie tourist line in North Carolina (see October 1992 R&R), but they do little justice to the railroad from whence they came. The "ET" was likely an operation not well visited by outsiders, but photographers Vince Ryan and Jack Alexander documented its daily routine in color movies taken in 1942, 1943 and 1949. This rare and significant footage is presented as two tapes featuring the smart looking, clean and white-tired Baldwin 4-6-0s 11 and 12.

We start "... The War Years" at Johnson City as the 11 switches in the yard. Riding the caboose over the dual gauge to Elizabethton, we take water at one of several tanks we'll encounter and see a cameo appearance of ET&WNC No.205, an ex-RF&P 0-6-0 from 1906. Continuing our ride eastward, we pass through the covered bridge east of Valley Forge, and over other bridges and through several tunnels and the woods as we traverse the ruggedness of the Doe River Gorge, where at one point the right of way ledge is blasted out of rock and the river rages below. Our cameraman rides the engine for a while, and a stop for water is made near Crabtree. At Cranberry, elevation 3163 feet, we see a number of angles of switching the upper and lower yards. A rather long westbound train is assembled with boxcars and lumber, and we ride back to Elizabethton in the caboose, seeing many shots of the train and scenery en route. In 1943, we again ride eastward, this time from a gondola close to the loco, then from the tender. Scenes from the top of a boxcar remind me of riding the Guayaquil & Quito in Ecuador, minus the bananas and local citizenry on the roofs. Of course. There are good views at Cranberry of the yard and depot, switching practices, rolling stock and also the No.9 with a wartime passenger train (combine and two coaches) taking folks to the parachute plant at Bemberg — renamed Port Rayon during WWII. We ride the passenger train west, now a mixed, as it stops to pick up defense plant workers at rural locations en route. Try that on Metro-North. We learn more about the scheduling of the passenger train, get a demonstration of rural hand signals (e.g. "stop at the next house by the road"), see No.12 switching a lumber yard with Linville River boxcars and ride into the Doe River Gorge once again. This tape ends with No.11 turning the passenger train at Cranberry and us riding it west through the gorge.

"... The Final Years" tape again features a clean No.11 as we primarily chase from Elizabethton to Cranberry. This seems not too difficult, even for the times, as we see numerous runpasts on the twisting, getting-weedier right-of-way. Scenes include some switching at Roan Mountain depot and numerous shots climbing State Line Hill eastbound. The crew takes a lunch break at Elk Park depot. This time the engine isn't turned, and we ride the tender as we back to Elizabethton, switching and picking up cars en route. At Johnson City, the 11 shuffles on the dual gauge trackage. Number 12 is chased by our cinematographers on an eastbound run with a coal train made up of ET gondolas, and it is shown passing the covered bridge west of Hampton, the trestle at Valley Forge and other locations.

While the original Kodachrome footage is 50 years old, lineside shots are tripoded, and the colors and sharpness are reasonably good. The film transfer is fine, with no flickering and no dirt or scratches. Dubbed sound is plausible, and the narration and maps are quite informative. I wonder if today's videos will be viewable at all after 50 years of storage and changing formats.

October 1950 saw the last run of the 11 out of Elizabethton, but vestiges of the ET&WNC appear in several locations today. The railroad survives as a standard gauge segment between Elizabethton and Johnson City which recently replaced its Alco RS32s with rebuilt GP9s. Engine 12 is alive and well at the Tweetsie tourist line in Blowing Rock, N.C. Two of the ET&WNC's standard gauge 2-8-0s (the 207 and 208) were commandeered by the Southern for fantrip service decades ago and returned to their original Southern numbers, 630 and 722, residing at TVRM in Chattanooga and in an Asheville, N.C., park, respectively.

Much like the Abingdon branch of the N&W, the Tweetsie probably saw few railfan visitors with a photojournalist's eye, but at least Vince and Jack made the trek. Their footage, which I've now run several times, gets better with each viewing, since it covers more than runbys. You'll see depots, yards, rolling stock, town views, passengers, crews, servicing shots, switching methods, industries and a myriad of other things that define what the Tweetsie was all about. It's a pity that some of today's videographers can't do as well. Many thanks to the ET&WNC Historical Society for letting the public view this footage — TOM KELCEC.

BY JIM BOYD

Invisible Railroading

How many "invisible" trains have you overlooked in your photography? If you're anything like me, I'll bet there's a bunch. They're the ones you see every day and have probably never bothered to photograph, or they're the ones that show up in the background while you're concentrating on something else "more interesting."

The past few weekends, while trying to ignore the alternating heavy snows and dreary rain, I've been plowing my slide collection for some potential book and magazine article projects. And while I've been having a lot of fun churning through thirty years of photographic memories, I'm amazed at some of the stuff I *didn't* photograph. Take, for instance, those Santa Fe Fairbanks-Morse passenger switchers that haunted Dearborn Station in the 1960s. Rare birds, the 541-543, the only boiler-equipped H12-44TS switchers-that-looked-like-hood-units built by F-M. They were always there, shuttling passenger cars between the depot and coach yard and hanging around the roundhouse.

But amid all the warbonnet F-units and night shots of E6s in the engine terminal, I could find only one picture of them, and that was an overhead view from Roosevelt Road where the F-M was incidental to the scene and used only to "frame" the *Super Chief* departing in the background. The same applied to those Chicago & Western Indiana RS1s that worked alongside of them, but I have about three good shots of the Alcos.

That's what I mean by "invisible" trains. They are those elements that you see but never bother to photograph because they're too common and too readily available. It's more fun to go photographically fishing for a marlin of an E6 than plink around with a fish-in-a-barrel switcher.

Back in the late '60s I had the opportunity to do a lot of traveling while working for EMD, and on my road adventures I would take along the old RAILROAD Magazine state short line rosters and seek out all the exotic main line and backwoods action I could dig up. After three years on the road, I found myself back home in northern Illinois again — but looking at the old hometown in a whole new light. I checked out things like I was a stranger in a new town. I photographed the joint IC-C&NW "River Track" switching line and street running in Dixon, which I'd grown up with but never really documented. I remembered rumors of a former trolley operation at Lee Center and "discovered" the Lee County Central, with a four-wheel Whitcomb and a total of five track switches on the entire four-mile railroad! The Illinois short line roster showed Baldwin switchers on the LaSalle & Bureau County, and I made a concerted effort to find out when they ran and how to photograph them.

The opportunity to "rediscover" home was an enlightening one, and when I moved to New Jersey in 1971 I began immediately to explore my new turf. The colorful Lehigh Valley, Erie Lackawanna and Lehigh & Hudson River caught my immediate attention, but I kinda "blew it" by not going after the drab Reading RS3s until just a few days before they were replaced on the West Cressona coal trains. Of course, some efforts were wasted, like the Penn Central Long Branch E-units — those ratliners looked awful and awfuler every time I went down to South Amboy or Bay Head to photograph them!

After a few years, though, I began to get lazy again, ignoring much of the Conrail, Amtrak and NJ Transit action while my attention was diverted to the Susquehanna and D&H. I hit the Conrail main lines pretty well and did some exploring, but I tended to miss most of the branch lines and switch jobs around home. It took almost two years of bumping over the branch at Sinking Spring, Pa., before it dawned on me that there was probably a neat little railroad under there (the Reading & Columbia article in the February issue was the direct result of that revelation).

Of course, in these days of instant mega-mergers, entire railroads can disappear overnight. I've been pretty casual about covering the recent CP Rail invasion of the Northeast, and now I hear that CP is withdrawing from all intermodal east of Buffalo and may be planning to pull out altogether. "Invisible" may also be a function of timing..

With springtime just around the corner, this might be a good time to look around and see if there are any invisible trains in your realm — the nearby industrial switcher that you never bothered to follow or main line local with the workaday GP38. How about those commuter trains that frustrate your morning drive to work by blocking the crossings in the middle of town? Or maybe that elusive branch line that only shows occasional flange marks in the crossing to indicate that it isn't abandoned. Where does that industrial branch go and who does it serve? Have you ever gotten a picture of the switcher spotting that covered hopper of plastic pellets at that industrial park spur?

The problem with a lot of hometown railroading is that it often ventures out on weekdays when you're at work or school. Getting the local action sometimes demands the same kind of strategic planning that a more distant trip requires. But in the long run, it's worth the effort.

And don't overlook the "supporting actors" in the railroad scene: the switch engines and little junk that putter around while you're waiting for that brace of super cabs to get under way. And I haven't even touched on the human element yet — the engineer in the cab of the hometown switcher or brakeman throwing a switch or the conductor checking his list. (I won't rub it in by mentioning tower operators or station agents — relay boxes, fax machines and dispatchers in Jacksonville just don't cut it photographically today.)

It's easy to slap on a tele and squeeze three units and a plume of exhaust into an S-curve on a mountain pass at twilight, but it takes some real insight to make interesting images out of the invisible railroading all around you. Think about it.

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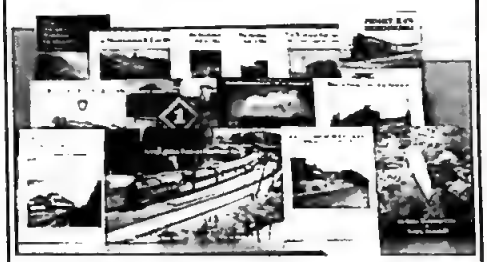

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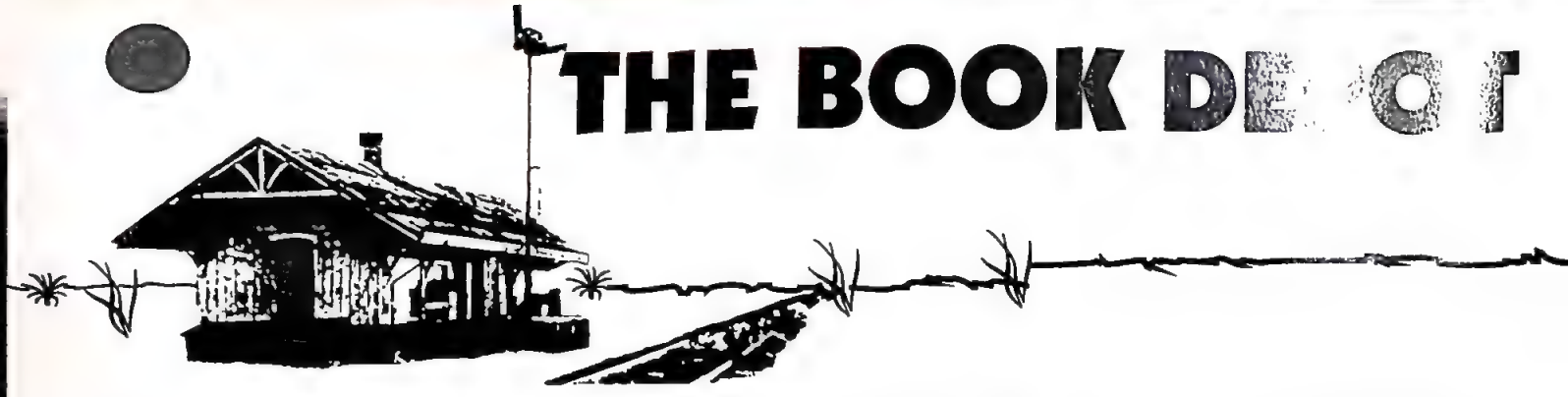

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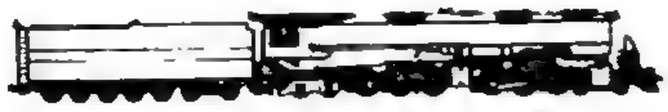

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On the Menu

BY JAMES D. PORTE[illegible]

The Dining Car *New York*

It's always an exciting event when a new dining car comes on line (their arrival was once celebrated with bottles of Champagne broken across the car's coupler). It's especially exciting when that car originated at the Pullman Company shops and completes a trainset, in this case a fleet of ten 1930s heavyweights. Add the fact that the entire train is regularly hauled by a steam locomotive — in this case BC Rail's (1912) former-Canadian Pacific 2-8-0 No.3716 — through some of North America's most spectacular scenery, and you have something that's downright important news.

The dining car in question, the *New York*, originated as one of a series built in 1930 for Great Northern's luxury *Empire Builder*. Each diner was named after an Eastern state, and *New York*'s restoration rounds out a collection of first class coaches and tourist cars, with the open-platform parlor-observation car *Mount Cascade* hauling the tail sign. An open observation car, carried second from the steam locomotive, usually accompanies the trainset.

"The *New York* was donated by the Burlington Northern ten years ago," according to Terry Fergusson, Treasurer of the B.C. Chapter NRHS. That group owns the car (and the entire trainset), restored it and is organizing its maiden run for May 26, 1996.

"It was a maintenance-of-way car on BN, but we were lucky in that only one hole had been punched through its body — an eight inch circle in the roof. The public areas were left intact with only the kitchen equipment and the furniture removed." Terry, incidentally, gained admission to a revered group reserved for only the most hard-bitten of railfans when he mortgaged his prized 1979 Oldsmobile Cutlass to buy a coach from Alaska Railroad for use on the Mt. Rainier Scenic Railroad.

"We sandblasted and cleaned the *New York* when we got it, but our first priority for full restoration was the revenue cars we already had," Terry said. "We began working on the *New York* again seven years ago, and full time over the last two years." Every consideration was given to restoring it to its original appearance. But, of course, with equipment manufacturers of that era either gone or having discarded production of items available in the 1920s, interpretative restoration had to do in many cases. "We strove to create a likeness of the era."

The overall effect is quite handsome. A cream color is used for the ceiling. Dark brown colors the slats cross the ceiling and the upper walls and clerestory. Above the windows, bright crimson panels accented with straw-yellow stripes and black shadow lines hold light fixtures. Crimson panels, at the end of the dining room and, as in working GN dining cars in their day, framing a 20"×30" picture of Jim Hill on the bulkhead, complete the color scheme. All surfaces appear highly polished. Lighting, provided by paired wall sconces and chandeliers in place of the original but no longer available dome lights, is "in the flavor of the original cars," says Fergusson. "The effect was — and is — elegance, not glamour. We want today's patrons to enjoy the essence of what was there in the 1930s, but we want the room to look fresh to encourage dining."

The dining room seats 36. Beneath the linen, the table tops are now vinyl-covered to keep the settings in place and reduce noise. A service pattern china, heavy and off-white with red trim and gold filigree, flatware carrying a needlepoint pattern, a

BRITISH COLUMBIA CHAPTER NRHS

DINING CAR *NEW YORK* will debut on May 26, 1996, behind BC Rail's former-CPR 2-8-0 3716 on the *Classic Coast Mountaineer* luxury excursion, shown during the 1995 season on the curved bridge at Milepost 55.5 in the Cheakamus River Canyon. The 1930-built GN diner *New York* and the first class cars are all owned by the BC Chapter NRHS.

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vase with a fresh pink carnation and a silver wine bucket make up the place setting. Mahogany cloth-covered CP dining car chairs, still bearing the names of the train sets from which they originated, finish the richness of the room.

As to that maiden run, it is called the *Classic Coast Mountaineer*. The 190-mile round trip will depart North Vancouver, British Columbia, at 7:30 a.m. (local time). First class passengers (see classes of service and prices below) will enjoy a three-course breakfast of strawberries and cream, Eggs Benedict, plus pastries and croissant served with orange juice, coffee or tea. Meanwhile, the train will work north past Lion's Gate Bridge and Horseshoe Bay, along beautiful Howe Sound and past Britannia Beach (once among the largest copper mines in Canada), pass within sight of the Stawamus Chief rock formation, and enter the town of Squamish. In Squamish the dining car and platform-observation car will be cut off to be prepared for serving dinner on the return trip (In the kitchen, staff from the well-known Delta Hotels of Vancouver and Whistler will prepare and serve all food on board.). The train will continue to Whistler and on in to Pemberton, where lunch at restaurants in either town will be at your leisure (and expense). Photo stops in the mountains will include a photo runby at 56.6 Bridge in the steep Cheakamus River Canyon. When I asked Terry if I could describe the scenery as "spectacular," he reminded me that the trip goes into the famous Coast Range with views of Mt. Garibaldi, Daisy Lake and Wedge Mountain, peaks of 7,000 and 8,000 feet being common. Glaciers are everywhere. "Tantalus Glacier, for example," he said, "is reached at the 7,000 foot level." The return trip begins at Pemberton at 3:30 p.m., and departs Whistler at 5:00 p.m. and Squamish at 7:00 p.m., to arrive back in North Vancouver at 9:00 p.m.

Dinner will begin at 7:10 p.m., and open with Consomme, followed by a salad of living lettuce in cucumber ring with lemon vinaigrette dressing, a main course of roast prime rib with Yorkshire pudding, Parmesan roasted potatoes and vegetables of the season. For dessert (don't tell your doctor), white mousse in a chocolate shell topped with fruit collee. Wine or beer (at an extra charge), coffee and tea accompany. And if the lure of a fine meal in a classic dining car doesn't offer enough attraction, remember that, because of the northern location of this run, and because you are coming down the west face of the Coast Range, all of this will be served as you bask in the late daylight of a setting sun across the waters of Howe Sound. "It's simply glorious," exclaims Fergusson in closing.

Notes: A total of 300 seats are available, 228 in coach for $135 (U.S.) and 72 in first class for $210 (U.S.). For coach passengers, complementary refreshments are available in the open observation car. First Class passengers will eat at selected times in the *New York* or *Mount Cascade*. The latter, the ex-SP parlor-observation *Cascade*, features picture windows and is converted to seat 38 diners (the showers and barber shop were taken out to make room for a kitchen). Reserve either service by calling 800/663-6000. Your VISA or MasterCard reserves a seat, but your check must arrive within 21 days or your reservation is canceled. After you've mailed payment, if you must cancel, there is only a 90% refund before April 1, a 50% refund before April 30, and no refund after that (although you can transfer your ticket to someone else). A vegetarian option can be considered with sufficient notice.

May 26 might by your only chance to enjoy the *New York* in 1996. The BC NRHS chapter organizes one such excursion each year (next year's run is tentatively scheduled for fall 1997). Otherwise, the car is used by charters and will serve as a Parlour-Class back-up on BC Rail's own on-going summer excursion service, the *Royal Hudson* steam train.

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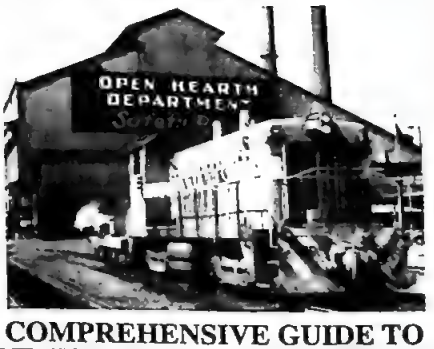

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Transit Currents

New Jersey trolley and

The actual construction of New Jersey's proposed Hudson River Waterfront trolley line may be set back a little by intense competition for federal funds. Chances are good that a full-funding agreement with the Federal Transit Administration will occur for the first segment of the so-called Waterfront line from Bayonne to Hoboken. The trouble is, the Waterfront line is competing with other light rail projects, including extensions of present light rail lines in Denver and St. Louis, as well as a new rail line in San Juan, Puerto Rico. The San Juan project is planned as a so-called heavy rapid transit line.

The proposed ten-mile line from Bayonne to Jersey City to Hoboken would comprise about half of the planned service that would eventually reach the New Jersey Turnpike's Vince Lombardi park-and-ride lot in Ridgefield.

Almost nearing completion at the time this is written, and possibly in service when this is published, is the new Newark International Airport monorail line linking the airport's parking lots with its terminals. When the service is in operation, the monorail should take nine minutes to cover the route that shuttle buses now require 25 minutes to cover. The monorail cars operate upon two rubber Michelin truck tires. Four smaller plastic wheels press against the bottom and sides of the beamway of the saddlebag-type monorail system. There will be twelve trains, fully automated and operating on 600 volts of electricity. Thanks to Timothy W. Apgar for the Garden State news.

L.A. subway a target

No matter which way you cut it, the Metropolitan Transportation Authority of Los Angeles County catches at least its share of lumps, and then some, on its subway construction project. Cost overruns, accidents, ground settling above the tunnels, specifications not met, and a federal investigation have all placed the MTA on the front page. The local news media have targeted the construction project for special attention, and Los Angeles voters and taxpayers also appear delighted to abuse the MTA and its subway efforts.

One new controversy has begun with plans of the MTA to use 125 tons of explosives to blast a tunnel under the Hollywood Hills. Although the explosions are expected to be quite deep — 250 to 900 feet under Runyan Canyon Park — many residents in the vicinity are upset about possible damage to their homes.

On a happier note, the Green Line rapid transit seems to be working well and is now carrying an average of about 11,000 riders a day, which is slightly above the estimates. But even the smoothly running Green Line is catching flak from the public and the press. When it was originally planned and started, the west end of the Green Line near El Segundo was the home of many defense-oriented jobs. The end of the Cold War meant the end of many of those jobs. The Federal Aviation Administration did not want an elevated structure to bring the Green Line close by the Los Angeles International Airport, and so the rail line doesn't go to LAX, one of the prime traffic generators in all of southern California. The media are branding it the trolley from no place to nowhere.

That controversy is good news compared to the proposals of Supervisor Mike Antonovich of Los Angeles County and Santa Monica State Senator Tom Hayden that Congress withdraw funding from the subway project and shut it down. Thanks to John A. Lee for the news.

Denver Southwest Extension

The Regional Transportation District that serves the Denver area is moving ahead on its planning for the southwest corridor extension of its light rail transit line. The RTA is now in the process of preparing a public document that declares that the requirements of the National Environmental Policy Act have been satisfied for the Southwest Corridor project. This record of decision is expected to be issued soon by the Federal Transit Administration and by the U.S. Environmental Protection Agency. Once that hurdle is cleared, the RTD can begin to instigate a full court press on the Federal Transit Administration for a full-funding grant agreement. This is intended to provide for the implementation of the project, but will be a highly competitive undertaking because of federal budgetary cutbacks for mass transit.

The Southwest Corridor will be constructed in an existing freight rail corridor that parallels south Santa Fe Drive. It is planned that stations at Evans, Hampden, Oxford, Littleton and Mineral will be built on the line, although the stations at Oxford and Evans will probably not be built in the near future; they will be apart of subsequent construction ventures. For more information on this project, contact the

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. Ninth Street, Bloomington, IN 47408-3805

BY GEORGE M. SMERK

Newark Airport monorail

Southwest Corridor *Spotlight* newsletter, Regional Transportation District, 1600 Blake Street. #21, Denver, CO 80202.

CTA elevated line reconstruction

The Chicago Transit Authority is in the process of rebuilding the Green Line. This is a combination of the former Lake Street elevated and the South Side elevated to Jackson Park and Englewood. One of the things that the reconstruction is supposed to do is help the redevelopment of neighborhoods.

The Washington Park Community Revitalization Committee and the Greater Washington Park Community Development Corporation have pinpointed the redevelopment of the Green Line as a prime opportunity to help revitalize the community. The two organizations formed a partnership with the Center for Neighborhood Technology to develop a transit-oriented plan for the community. They hope to convince the CTA to build a super-station on the Green Line at the 55th Street elevated station. The emphasis of the plan that has been crafted will be on jobs and economic development as well as retaining historic housing densities and linking day care to transit. The hope is that the station would serve as a commercial anchor and gateway to the community and its adjacent resources. These include Washington Park as well as the DuSable Museum of African American Art.

Meanwhile, the decision to reconstruct the Douglas Park line (now part of the Blue Line) and the Ravenswood line (now the Brown Line) has been put off. Originally it was announced that Ravenswood would be reconstructed and then it was announced that the Douglas Park line would be next. Now it appears that both of them will be delayed. Part of the decision making problem is cost over-runs on the Green Line rehabilitation.

According to the Center for Neighborhood Technology, the state of Illinois, which is certainly no stranger to gridlock, is continuing to do the same thing with the expectation of a different result. The "same thing" part is building highways; the "different result" aimed for is an end to congestion. As part of its prize act, the legislature cut off the bonding authority of the Regional Transportation Authority while at the same time authorizing $2.4 billion in funding authority for tollway expansion. Meanwhile, the Green Line reconstruction, expected to be completed some time in 1996, will probably be late in opening.

Electric traction abroad

Many observers of the transit scene have been overjoyed by the renaissance of electric rail transit in North America during the past two decades. Other places in the world are also enjoying the cleanliness of electric traction, both rail and trolleybus.

Charles Bogart wrote that he noted, while on a recent visit to Quito, Ecuador, the new trolleybus system was to be in place and running before Christmas of 1995. When he was there, the wiring had almost been completed; he mentions that the trolleybuses are to have their own exclusive lanes for most of the line. They will share the street with other traffic going through the historic district of Quito. Charles noted the increasing concern about air pollution in South America, and the Quito trolleybus system is getting a lot of play in the Latin American press as a way of helping to overcome the problems. The 56 articulated trolleybuses will each hold 174 passengers. The first line is about eight miles long and will operate from 5:00 a.m. until midnight.

Flashes

Construction has been started on the **NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT**'s new station in Hammond. NICTD's South Shore Hammond service will see new high-level platforms installed and a greatly enlarged parking lot. The project should be completed by the fall of 1996.

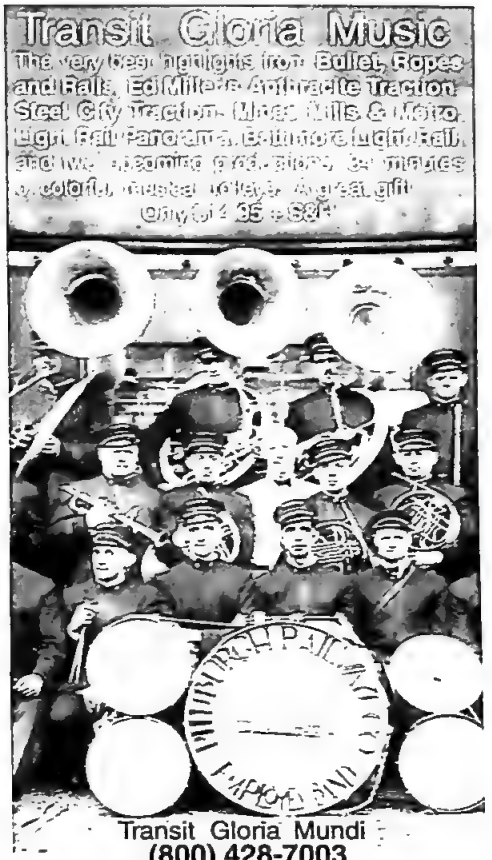
Another South Shore/NICTD project is a new building on the north side of the Shops building at **MICHIGAN CITY**, to be used for car rehabilitation as well as maintenance of track maintenance equipment.

James Cerny writes that the Pittsburgh Regional History Center is now the proud owner of a **PCC CAR** donated by the Port Authority Transit. The car was moved on a low-boy trailer to the museum site.

Steve Siegrist writes that June 13, 1996, is the scheduled start-up date for the new **DALLAS AREA RAPID TRANSIT** light rail operation. The very first DART service will run from Pearl station in the north to Westmoreland station on the west and to Illinois station on the south. Starting on June 13, free-ride days will probably be offered through Sunday, with fares charged beginning on Monday, June 17.

September was not kind to public transportation in the **LOS ANGELES** area; transit funds were used to take care of money needs in L.A. and Orange counties, both facing financial problems. Already-strapped transit funding will experience more difficult straits. However, some good news includes the dedication of the new Fullerton Transportation Center on September 17. Thanks to John A. Lee .

Mr. Lee also says that Congress is wondering why **SAFETY BONUSES** were paid to rail and subway contractors in the Los Angeles area even though there is a history of high-profile accidents by some of the firms involved in the project.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BURLINGTON NORTHERN STEAM SCHEDULE That's right, Burlington Northern Santa Fe is considering certain steam excursion operations throughout 1996. While many details are still being finalized, the following is firm enough to talk about.

May 4-19, 1996: 100th Anniversary of Portland Union Station: The Northwest Rail Museum is in negotiations with BNSF to run two round trips between Portland, Oregon, and Vancouver, B.C., with SP *Daylight* 4-8-4 4449 and BC Rail's *Royal Hudson* in conjunction with Portland Union Station's centennial celebration. As planned, the 4449 will run from Portland to North Vancouver, meet with *Royal Hudson* 2860 and doublehead back to Portland. After the event, the two locomotives will doublehead back to Vancouver, and the 4449 will return to Portland. These are two-day trips with an overnight at Seattle, runs that likely won't be repeated. Plans are for the locomotives to be on display at the end of each run, and restored Sumpter Valley three-foot gauge 2-8-2 No.19 should be at Portland. Prices will be announced once insurance is obtained. Watch TIMETABLE or contact NWRM, P.O. Box 19342, Portland, OR 97280.

June 22-23, 1996; Galesburg Railroad Days: Milwaukee Road 261 will be on public display at the Amtrak station in Galesburg, Illinois, (near CB&Q Hudson 3006) both days. The 261 is being diverted at Chicago during its return to Minneapolis from Steamtown. The 261 should hit the BN at Cicero (west of Chicago), and it may haul an employee excursion with the BN business train into Galesburg on June 21. The 261 is tentatively scheduled to leave Galesburg on June 24th, run up the Mississippi River and overnight at LaCrosse, Wisc., then into Minneapolis on June 25th.

July 3-7, 1996; Minnesota Heritage Festival: Milwaukee Road 261 will run two trips each day between Stone Arch Bridge Park (across the river from downtown Minneapolis) and downtown St. Paul over the GN main line. Tickets for each trip are $30.00 each; family of four for $100.00. Also, an "Inaugural VIP Trip" will run at 2:00 p.m. on July 3rd with a $40.00 fare. Contact the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126. This event is being promoted as the largest July 4th celebration in Minnesota, and there will be fireworks each night.

September 1996; BNSF's First Anniversary: BNSF is talking with the Frisco 4-8-2 1522 about potential Texas and Oklahoma trips trips in conjunction with BNSF's first anniversary (September 22), and possibly Topeka Railroad Days in early September. Watch these pages and TIMETABLE for updates.

STEAMTOWN OPENS EARLY IN 1996 Superintendent Terry Gess has announced an early opening and a new operation being put together at Steamtown National Historic Site. First, in commemoration of National Park Week, Steamtown will have a "reenactment of passenger service into Scranton" on April 20-21. Basically, a steam-hauled passenger train will start in Mt. Pocono and make all the westbound station stops into Scranton in the morning, and a steam powered train will return that afternoon. The two locomotives will be Milwaukee Road 4-8-4 261 westbound (its first runs in Scranton facing west) and Reading & Northern 4-6-2 425 eastward back to Mt. Pocono. Other events are being organized in conjunction, including another photo freight with the 261, possibly a coal train, and a night photo session. The April 20-21 operations are supported locally in an effort to bring folks into Scranton for shopping and sightseeing. Fares will be reasonable.

Steamtown NHS will officially begin its regular operation on Memorial Day weekend, May 25-27, rather than July 4th as in previous years. The 1996 season will open with Milwaukee 261 and R&N 425 pulling extra trips on opening weekend, and then the 425 will be the regular engine. CPR 4-6-2 2317 was taken out of service after the snow trips for its five-year flue work, and CNR 2-8-2 3254 isn't back in service after its shopping. Also, schedule times for the regular Moscow excursions will be 12:00 noon and 3:00 p.m.

For more information as it becomes available, contact the Steamtown Volunteer Association at 717/346-7275. For information on 261's photo freight, write to the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126. Watch TIMETABLE for updates. Meanwhile, 261 will leave Steamtown in early June and return to the Twin Cities in time for Fourth of July operations there, with an appearance en route at Galesburg Railroad Days on June 22-23.

PASSENGER COLLISIONS Two separate collisions between passenger trains during February 1996 raised new concerns for such safety issues as fatigue, one-man crews and observance of signals. In both incidents, the engineers failed to stop at red signals protecting an interlocking occupied by another train.

At approximately 8:40 a.m. on February 12, NJ Transit Train 1254, traveling from Waldwick to Hoboken, New Jersey, via the Bergen County Line, collided with Train 1107, which was running from Hoboken north to Suffern, New York, via NJT's Main Line. Where the two routes meet at Bergen Junction, Train 1254 was supposed to stop short of the interlocking but instead rolled out into the path of 1107. The cab car on the 1254 struck the locomotive on the 1107, killing both engineers and one passenger on the 1107. More than 160 others were injured. According to James Dunn, lead investigator for the NTSB, the event recorder tape shows the 1254 braked to 30 m.p.h. near the approach signal to Bergen Junction, then to 18 m.p.h. The tape then goes blank for about a minute before indicating a speed of 7 m.p.h. at the point of impact with the faster-moving Main Line train. Dunn also said the tape indicated the 1254's engineer may have set the throttle in reverse at the last moment, one of several mysteries the NTSB hopes to solve with a re-creation of the incident scheduled for early March.

Much attention was focused on 1254's engineer, John DeCurtis, a 40-year railroad veteran with 34 years in engine service. During the 1980s, he was suspended a total of 115 days for passing stop signals on two separate occasions, for derailing a work train and for failing to stop at a passenger station. But, officials believe that DeCurtis' work schedule, *not* his track record, may have been more responsible for the wreck. Since 1992, he had been working a split shift: on duty around 6:00 p.m., resting at Suffern from about 1:00 a.m. to 5:44 a.m., then on duty again until 7:30 a.m. On February 12, at the end of his shift, DeCurtis was asked to make one extra round trip between Hoboken and Waldwick, a trip which ended in his death. The FRA and NTSB are investigating whether such split shifts (which are common on certain NJT lines) create excess fatigue on crews, which may have played a role in DeCurtis' inability to stop his train.

At the end of that same week, on February 16, a three-car MARC train, powered by GP39H-2 73 in push mode to Washington Union Station, passed a stop signal and struck Amtrak's Chicago-bound *Capitol Limited* (with F40PH 255, AMD-103 811 and 13 cars) at Silver Spring, Maryland. The collision took place at crossovers on CSX's double-tracked ex-B&O Metropolitan Subdivision. The Amtrak was running left-handed to run around a CSX freight heading the same direction. Just as it entered the crossover to return to its normal track, the *Capitol Limited*'s lead unit was hit in the side by the cab car of the MARC commuter train, spilling diesel fuel which instantly caught fire. Three MARC crew members and eight MARC passengers were killed. The passengers died not from the impact but from the ensuing fire and smoke, a situation made worse by emergency exit windows which were later found to be inoperable. There were only minor injuries on the Amtrak train since the locomotives and mail cars took the brunt of the impact.

It's believed the absence of an approach signal, which was eliminated during a track rehabilitation three years ago, may have contributed to the disaster. MARC engineer Richard Orr passed an intermediate signal (which officials say should have displayed an approach indication for the crossovers several miles ahead) then made a station stop at Kensington. Departing Kensington, the MARC train accelerated to 63 m.p.h., passed the site where the approach signal once stood, then rounded a curve to find a stop signal protecting the crossovers and the *Capitol Limited* still occupying the same track. Orr managed to slow the MARC train to 40 m.p.h. before colliding with the Amtrak train.

In the wake of the NJT and MARC/Amtrak wrecks, U.S. Transportation Secretary Federico Pena announced emergency safety rules for commuter railroads, to go into effect March 1, that could force carriers to rearrange their timetable scheduling, install additonal signals and possibly assign a second crew member to accompany the engineer. Under the new federal rules, every time a train makes a station stop or slows to less than 10 m.p.h., it must not accelerate beyond 30 m.p.h. until it has reached the next clear signal. Also, engineers are now required to call out yellow or red

RAY SAUNDERS

PASSENGER COLLISIONS were the most deadly of February's rail disasters. On February 17, MARC and Amtrak equipment laid scattered on CSX trackage following their head-on collision the previous night in Silver Spring, Maryland.

OSHKOSH STREET TRACKAGE hosted its last train on January 27 when WC GP40s led a passenger extra (**left** and **below**) down the ex-Soo main on Division Street. WC trains now use the FRV (ex-C&NW) route *around* downtown Oshkosh.

TWO OSHKOSH PHOTOS. DARIN F. UMLAUFT

signals to other members of the crew. This has long been a standard practice among two-man locomotive crews on freight and long-haul passenger trains, but on most commuter trains, the engineer is the only person in the cab. To comply with the emergency order, conductors riding in the coaches of a commuter train would have to scurry to the nearest window and try to make out the signal as it blurs by in order to confirm what the engineer reported over the radio. Realizing this, several commuter agencies are expected adopt two-man engine crews. Incidentally, on CSX trackage, such as where the Amtrak and MARC trains collided, it was already routine for engineers to call out signal indications over the radio.

An unfortunate aspect of the Maryland disaster was that although all fatalities were on the MARC commuter train, the radio and television news media kept referring to it as the "Amtrak wreck."

NORTHWEST FLOODS During the first two weeks of February 1996, the Pacific Northwest was hit with warm weather which began melting the snowpack, and then came record rainfall. Many counties in Washington, Oregon, Idaho and Montana were declared disaster areas as major rivers rose far above flood stage. Amtrak service was canceled west of Spokane and north of Eugene and Ogden.

Northwest Oregon suffered some of the worst damage. A landslide in the Columbia River Gorge east of Portland struck a westbound UP stack train and buried the UP main line and Interstate 84 for days. Several UP trains detoured to the north over BN. South of Portland, high water at Oregon City forced SP to detour its trains over the Portland & Western and Willamette & Pacific. Central Oregon & Pacific's line to Coos Bay was closed after a train struck a landslide near Cushman and rolled a locomotive into the water. On the Mt. Hood Railroad, raging waters knocked out both approaches to the Hood River Bridge. Probably the worst hit of Oregon's short lines was the Port of Tillamook Bay Railroad, with three miles of washouts and a tunnel clogged by debris. Seven units and 52 cars were trapped at POTB's west end; arrangements were being made to barge the equipment from Tillamook north to Seattle.

In Washington, BN's worst damage occurred on the busy corridor between Portland and Seattle where entire hillsides slid onto the track. The first major slide derailed a stack train at Steilacoom on February 8, with at least one unit winding up in the Columbia River. Spokesman Ed Trandahl of the UP, whose trains operate over the BN between Portland and Seattle, said a second landslide brought more mud and some 400 trees down on the railroad at Centralia. Trandahl also reported UP's "Washy Line" between Hinkle and Spokane was closed by washouts. UP trains between Seattle and Pocatello detoured through Spokane and western Montana on the trackage of BN, MRL and Montana Western.

In north Idaho, UP's Spokane International main was closed by several major washouts. UP trains which normally use the SI to interchange with CP Rail were detoured through BN's Canadian gateway at Sweet Grass, Montana. Mudslides, washouts and trestle damage closed the Grangeville Subdivision of the Camas Prairie Railroad. Idaho logging short line St. Maries River Railroad lost its south end connection with BN when the entire interchange yard at Bovill was left under water. STMA general manager Jerry Allen said the connection might not be restored for a month. STMA's home town at the confluence of the St. Maries and St. Joe rivers was devastated, but the former Milwaukee Road yard trackage was generally spared. According to Allen, "With over 120 houses destroyed or severely damaged in St. Maries, the STMA got off relatively easy."

OSHKOSH STREET TRACKAGE On January 27, 1996, Wisconsin Central ran its final train down the main line street trackage through Oshkosh, Wisconsin. The passenger extra, powered by

Railnews

GP40s 3017 and 3002, traveled down the snow-covered ex-Soo Line trackage laid in Division Street. For years, residents of Oshkosh had been trying to get the railroad off Division Street. Now, WC trains travel through Oshkosh on trackage obtained with the purchase of the Fox River Valley Railroad, which runs east of downtown. After rebuilding the FRV (ex-C&NW) main line, WC's ex-Soo trackage through town was deemed redundant — DARIN UMLAUFT.

MISSABE TUNNEL MOTORS Five former SP SD45T-2s have been rebuilt by VMV for the Duluth, Missabe & Iron Range. SD40-2M's 400-404 (also being referred to as SD45T3s) have been refitted with 16-cylinder prime movers rated at 3000 h.p. and are equipped with Woodward Complete Locomotive Control microprocessor systems. The first two on the property were DM&IR 402 and 404 (ex-SP 6784 and 6791, **page 66**). The rebuilds still sport their "tunnel motor" radiator air intakes, a feature which SP and Rio Grande ordered on several hundred EMD's to deter engine overheating and stalling within the exhaust-filled confines of mountain tunnels.

BNSF RUNAWAYS Burlington Northern Santa Fe suffered two separate but suspiciously similar train wrecks during February 1996. At 1:17 a.m. on February 1, BNSF Train HBALT1-31, bound for the Los Angeles Junction Railway with four units, 45 loads and four empties, departed Barstow, California. A red signal at Summit, protecting a previous westbound, brought HBALT to a stop at the crest of Cajon Pass. Normally, westbounds over Cajon perform their running brake test on the east slope between Hesperia and Summit, but the HBALT crew, knowing they were to stop at Summit, chose to do a stationary test once they got there. While waiting for a clear block, the engineer dumped the air, recharged the system to 87 pounds and tested the air brakes before proceeding down the hill. Just minutes into its descent of the south track's 3% grade, the HBALT became a runaway, with repeated applications of the air having no effect at slowing the 5025-ton freight. At nearly 60 m.p.h., the train derailed on the curve approaching Stein's Hill, a popular railfan vantage point between Interstate 15 and Highway 138. All four units (GP60M 157, GP50 3853, GP60B 342, GP60 4031) derailed, as did all 45 loads, piling up in a flaming tangle of metal and merchandise. Four tank cars of hazardous chemicals forced the evacuation of the nearby motel and gas stations and the closure of all road and rail routes through the pass. Two members of the nearby Davis Ranch family pulled the badly injured engineer from the wreckage. He later recalled that, moments before the derailment, the conductor and brakeman had exited the cab door with the intent of jumping off. They were later found dead amid the wreckage.

Investigators found the angle cocks on *several* cars had been turned to their "closed" positions, which would have disabled the train's air brake system. Because the HBALT performed a brake test at Barstow and used the air brakes to stop three separate times before starting down Cajon Pass, it's suspected that someone may have tampered with the angle cocks just seconds before HBALT departed Summit. BNSF manager of public affairs Mike Martin said the FBI would conduct its own test of the angle cocks.

On February 2, BNSF issued a mandate that all westbounds over Cajon Pass have a manned helper at the rear or one of the newer "two-way" End-Of-Train devices which the engineer can remotely control to initiate an air application from the rear of the train. The FRA issued a similar order on February 6. Incidentally, Mike Martin said the HBALT *did* have a two-way device, but its two-way function had been switched off.

Whether the HBALT was tampered with at Summit or not, Santa Fe is taking action to prevent it from happening again. By late February, a nearly two-mile stretch of the main line between Summit and Martinez Spur was lined with new fencing on both sides of the track and sealed by locked gates to prevent unauthorized vehicle access.

Two weeks after the Cajon disaster, on February 15, BNSF had a runaway and derailment in St. Paul, Minnesota. Train 144, running from Northtown Yard in Minneapolis to Memphis and powered by LMX B39-8s 8572 and 8589, came to a halt in St. Paul to allow a preceding train to clear the main. When the 144 got under way again, the air brakes, which had been functioning up to that point, suddenly were not responding to the engineer's attempts to slow the 89-car, 8500-ton train on a 1.55% descending grade. Up ahead, a switch that had been lined to allow a Soo Line train to depart Pig's Eye Yard couldn't be closed in time, thus guiding the runaway off of the main and right into the yard. The 144 was doing about 50 m.p.h. when it collided with freight cars and six locomotives. The impact sent more than 35 of Train 144's cars off the track, destroying a yard office in the process. At least nine persons were injured. At first, a pair of closed angle cocks were believed to have caused the accident, then later, rumors were pointing to a crimped air hose. As of late February, BNSF's Mike Martin said the actual cause had not been determined and the investigation was still under way.

GOIN' WEST Two ex-SP SD39s have changed paint schemes and come out with Rio Grande speedlettering for Dennis Quaid's new movie, *Goin' West*. Preparation was done at the former Rocky Mountain Rail Car facility at Hudson, Colorado. Helm Leasing units HL 5325 and HATX 351 now sport a decent D&RGW black and orange scheme and road numbers 218 and 243 (**page 3**).

The production company sent a five-car train with D&RGW GP40 3071 west from Denver, bound for Cliffe on January 25. The 3071 blew its turbo, disabling it at Wadsworth Avenue, northwest of Denver. On January 25, the same train departed Denver with GP40 3097, making several trips from Cliffe east to Tunnel 27 that weekend. SP repaired and swapped 3071 for 3097 later that week.

BNSF's Roggen Turn, with SD9 6227, picked up the second train, consisting of ten cars, on January 31 from Hudson and moved it west to Denver. On February 1, the train had three cars added which included D&RGW diner 1116 (used in *Prospector* service) and D&RGW combine 1231. The train had the "Rio Grande" SD39s as sole power for the trip west to Kremmling. Included in the consist were a TTWX flatcar carrying a movie production control room and generator, a Cotton Belt double-door 50-foot boxcar with floodlights mounted over the side doors and on one end, MRL caboose 1005 (painted boxcar red with a RIO GRANDE THRU THE ROCKIES decal centered under the cupola) and D&RGW snowplow AX-44. The snowplow restricted the train to 25 m.p.h. It climbed the Colorado Front Range without difficulty. Continuing on to Cliffe, the movie train picked up the 3071 and five freight cars. From there, the 18-car train proceeded west into the snowy Rockies to Kremmling.

Goin' West is an action drama starring Dennis Quaid as the good guy tracking down a serial killer. The movie was shot around Colorado, with the movie train scheduled to move to the Minturn and Leadville area (Tennessee Pass) on February 15. Other Colorado locations scheduled through April 5 include Denver, Colorado Springs, Rollinsville, Georgetown and Vail — CHIP SHERMAN.

GREAT WESTERN SD9 In late December 1995, the Great Western Railway launched a new unit train service, using a pair of ex-SP SD9s. The first run occurred on December 27 when GW SD9 912 (ex-SP 4375) picked up 25 covered hoppers from UP's Fort Collins Turn at Milliken, Colorado (**page 66**). The GW then took the loads of corn to Golden Technologies (a Coors subsidiary) at Johnstown. Full-size unit trains are expected to start soon, with UP running a 75-car train directly from North Platte to Milliken and the GW handling the roughly five-mile trip from Milliken to Johnstown. The projected schedule is one unit train about every eight to nine days. GW is assigning SD9 912 and sister 914 to the unit train service — ROMRAIL/VINCENT J. PORRECA.

A RUNAWAY ON TENNESSEE PASS Toward the end of a month that had already seen two major train wrecks on BNSF and two headline-grabbing collisions on Eastern passenger lines, SP experienced its own disaster on the former Rio Grande route over Colorado's Tennessee Pass on February 26. After stopping to perform a brake test at the 10,239-foot summit (a safety precaution mandated by the FRA following the February 1 runaway of a BNSF train on Cajon Pass), Train 1-ASRVM-18 (East St. Louis to Roseville) began descending the 3% grade on the west slope of Tennessee Pass. From that point on, according to SP, human error led to death and destruction. The railroad says that student engineer C. Wayne Reagan was "at the controls most, if not all, of the way from Pueblo" and "didn't apply the brakes early enough" coming down Tennessee Pass. The 82-car freight was doing 64 m.p.h. when it

PINE CREEK RAILROAD JOHN P. LYLE II

L&N 4-6-2 152 STEAMED out of New Haven, Kentucky, on November 4, 1995, with period passenger cars on a special run in conjunction with the 1995 TRAIN Convention. The trip was sponsored by the Kentucky Railway Museum which owns and operates the 22-mile line.

TWO PHOTOS MIKE DEL VECCHIO

THE *TENNESSEE 200* display train will be pulled primarily by two E-units. Former-Chicago commuter E9 9913 and MBTA E8 4254 (**right**) were already on the Nashville & Eastern on February 8, 1996, with rebuild work in progress.

entered a series of curves which are posted for 20 m.p.h. Both units rolled over and were destroyed, and more than half of the cars left the track. Reagan and veteran engineer Jimmy Roybal were killed, but conductor Steve Hudson, who was riding in the second unit, survived with a broken shoulder.

THE TENNESSEE 200 The State of Tennessee is celebrating its bicentennial in 1996, and one of the key programs will be the *Tennessee 200* train that will tour the state with artifacts and shows within various display cars, much like the *American Freedom Train* did when it toured the U.S. in the the 1940s and the mid-1970s. So far, two E-units and four passenger cars have been purchased by the Tennessee 200 Committee, and plans are to paint both cab units in the Louisville & Nashville deep blue-and-cream passenger livery lettered for the *Tennessee 200*. The locomotives are E8 4254, a former Pennsy unit from Boston's MBTA, and Burlington 9913 from the Chicago commuter fleet. The train is hoped to be running by the summer of 1996, and work is moving rapidly on the equipment, currently stored with the *Broadway Dinner Train* equipment on the Nashville & Eastern in downtown Nashville. The exact stops and dates were still being arranged at press time, and we'll report them as soon as they are available. Passenger runs likely won't be part of the program in which most of the ferry moves will occur in regular freight trains; the host roads are CSX, Norfolk Southern and Illinois Central. Excursions may occur with the *Tennessee 200* equipment on short lines, such as the Nashville & Eastern.

L&N 4-6-2 152 STEAMED The Kentucky Railway Museum hosted the 1995 annual meeting of the Tourist Railway Association (TRAIN), the industry's largest trade group, November 2-5, 1995. One highlight of the meeting was a November 4th excursion with KRM's Louisville & Nashville 4-6-2 152 and period coaches on the Museum's 22-mile line between Boston and New Haven, Kentucky. Among the significant developments at this meeting was the election of G. Alan Barnett as TRAIN's new president, replacing Fred Bartels (president of the Strasburg Rail Road), who capably held the position for many years. Alan Barnett is general manager of the French Lick, West Baden & Southern tourist line in French Lick, Indiana. Carstens Publications' own office manager Janet McNabb has been appointed to the "TRAIN 2000 Committee" to help reorganize the Association and take it into the next century.

CHICAGO & ILLINOIS MIDLAND At 12:01 a.m. on February 9, 1996, Genesee & Wyoming Industries purchased the 121-mile Chicago & Illinois Midland Railroad. The new road is the Illinois & Midland Railroad, Inc., and it is the eleventh railroad owned by G&W Industries, a holding company based in Greenwich, Connecticut. The C&IM runs from Peoria south to Taylorville and primarily hauls coal to power plants at Powerton and Taylorville from the north end or to its barge transloader on the Illinois River at Havanna. The C&IM was a steam-era regional railroad, begun in 1889, and was famous among the railfans for its fleet of handsome and well-maintained second-hand 2-8-2s and 2-10-2s. It also ran the last 4-4-0s built for regular passenger service in the U.S. It remained a fan favorite with a fleet of green-bodied SD9s and SD18s, wearing a distinctive red ribbon stripe around the middle, and a rare pair of unique EMD RS1325s.

Just before the G&W purchase, the C&IM bought a fleet of six SD20s, 80-85, from VMV Enterprises in Paducah, Kentucky. These former-Illinois Central rebuilds of Southern Railway SD24s began arriving in February in green with a red ribbon around their middle harkening back to the original C&IM paint scheme (**page 66**).

In the first weeks I&M management has changed the operation little, and as of February 28th no decision had yet been made on whether or not to change the paint scheme; other G&W roads, like the Genesee & Wyoming, Buffalo & Pittsburgh and Willamette & Pacific all use the orange, yellow and black corporate livery. The C&IM's green and red paint scheme is distinctive and a universal favorite — let's hope they keep it.

Remembering Rudolf Diesel

A hundred years ago this man was changing the mechanical world forever

Few names in the machinery world are more recognizable than that of Rudolf Diesel. But how many of us actually know much about the man who more than 100 years ago got a compression-based internal combustion engine to run? This engine was so radically different that it immediately became known as the "Diesel," and it's an engine that is still the most efficient way to turn fuel oil into torque.

The Tri-State Chapter NRHS, based in northern New Jersey, traditionally names the Diesel locomotive that pulls its Santa Trains "*Rudolph Diesel*" (March 1996 R&R, page 18). In researching the caption for the photo in our RAILROAD Magazine files and at the Sussex County Library, I discovered there's more to the man and the development of his engine than most of us may realize.

RAILROAD MAGAZINE COLLECTION

Rudolf Christian Karl Diesel was born on March 18, 1858, in Paris, France, the middle child of three and the only son of a German-born leather worker. Rudolf was good in school, but with war brewing between France and Germany, Rudolf moved with his family to London, England, in 1870, and he soon moved without his family to Augsburg, Germany to live with a cousin in who offered Rudolf a better home and an education. He excelled in Augsburg and, ultimately, graduated from industrial high school with highest grades up to that time.

In his school engineering he displayed an intense dislike for wasted energy and motion, and by Rudolf's senior year he was preoccupied with improving the efficiency of engines; he was bothered that the steam engine was, at best, 10% efficient (for each turn of a driving wheel, nine more go out the stack as waisted heat). An item in his physics lab, based on a Malayan fire piston from the previous century, was obviously quite profound to Rodulf. A tinder was placed in the long glass cylinder, and when a piston was quickly rammed into the cylinder, the tinder would ignite.

Impressed with Rudolph, his professor arranged an apprentice job at the Sulzer Engine Works in Switzerland during 1879. Rudolf was a successful machinist at Sulzer, and so was loaned to an affiliate company in 1880 to help establish a refrigeration plant in Paris where he continued to learn. In 1881 he was awarded his first two patents, one for the production of table ice in glass containers and another for the production of clear, bubble-free ice. He made money from these patents but always had engines on his mind. In the following years he married and had three children.

During the 1889 exposition celebrating the completion of the Eiffel Tower, Rudolf was inspired by automobiles and the still-infant internal combustion engines powered by gasoline-like fuels. He still thought about a more efficient engine, basically the reverse of his compressor designs. He was even experimenting with ammonia as a fuel, the same fluid used in his compressors to make ice, and he hoped to have an ammonia engine at the 1889 exposition.

Rudolf had strong feelings about a compression-ignited engine based on his contemporary experience and that glass cylinder from his physics lab. Friends encouraged Rudolf to patent his design, which he did on February 28, 1892. Air, when compressed rapidly, rises in temperature, and Diesel's idea was to compress air to a point where its temperature is higher than the ignition point of the fuel

He was convinced that combustion at high pressure was the key to efficiency, and his discussions of pressures of "300 atmospheres" were unheard of and unmeasurable in those days. He was severely criticized in the scientific press. Finally, in April 1893, Augsburg Machine and the Friedrich Krupp Works agreed to work with Rudolf to develop the engine.

By May, Sulzer bought the Swiss patent rights. By July the first prototype was built, and the troubles began; everything leaked at these unheard-of pressures, and there was no way to admit a precise amount of fuel into the high-pressure atmosphere. One by one each flaw was redesigned. The first tests failed to produce enough torque to overcome its own friction, and it wasn't until February 1894 before Rudolf got it to run on its own for an entire minute. On January 17, 1895, the prototype ran well enough to satisfy the patent examiners, but Rudolf, still quite unhappy, completely redesigned the original, which was finished in March and granted U.S. patent number 542,846 on July 16, 1895. More redesigns occurred in 1896, and more patents were filed to cover them — and this engine ran for the first time on December 31, 1896. With an efficiency rating of 24.2%, significantly higher than any engine yet built, it got even more efficient the more it broke in and the harder it worked. The four-cycle engine with a nine-foot vertical cylinder was satisfactory by February 17, 1897, producing almost 18 h.p. at 154 r.p.m., but at a record 26% efficiency. Interestingly, Diesel's engine could run on a variety of fuels, and Rodulf used to kid people by saying his engine could run on butter.

Customers and builders lined up. The first production engine was built by Sulzer which began its construction in August 1897, and they ran it on June 10, 1898. The first license to build and sell Diesel engines in the U.S. went to St. Louis brewer Adolphus Busch, who set up the Diesel Motor Company of America. As more engineers tinkered with them, Diesel engines got bigger and better. By 1911, Sulzer was building a huge four-cylinder, 3700-h.p. Diesel engine.

Since childhood, Rudolf was plagued with violent headaches and later by the gout, chest pains and bad financial decisions. He died on September 29, 1913, while crossing the English Channel on a business trip, an apparent suicide.

While we railroad-types think of the

BY MIKE DEL VECCHIO

RAILROAD MAGAZINE COLLECTION

Diesel engine as the device that did in steam, Diesel's first transportation revolution was on the high seas. Diesel's engine could move bigger ships further on much less fuel than steam and was safer than other fuels. It was just in time for World War I, where it found its way into warships on both sides, most notably the German *Unterseebooten* submarines. While Rudolf never would have condoned his invention being used for war, the "U-boats" did more to sell the Diesel engine to the world than any other single vehicle. In 1911 a Diesel installed in the 1892-built wooden schooner *Fram* took the first man, Roald Amundsen, to the South Pole.

The first use of a Diesel engine in a locomotive was a joint Sulzer-Krupp 80-ton, 200 h.p., boxcab in 1912 for the Prussian & Saxon State Railways, followed by a more successful try in 1914. The first Diesel on American rails was the 60-ton GE/Alco/Ingersol-Rand boxcab of 1923 which first tested on the New York Central and then on ten other railroads. It was followed by the 1925-built Jersey Central 1000, a smaller boxcab from the same consortium.

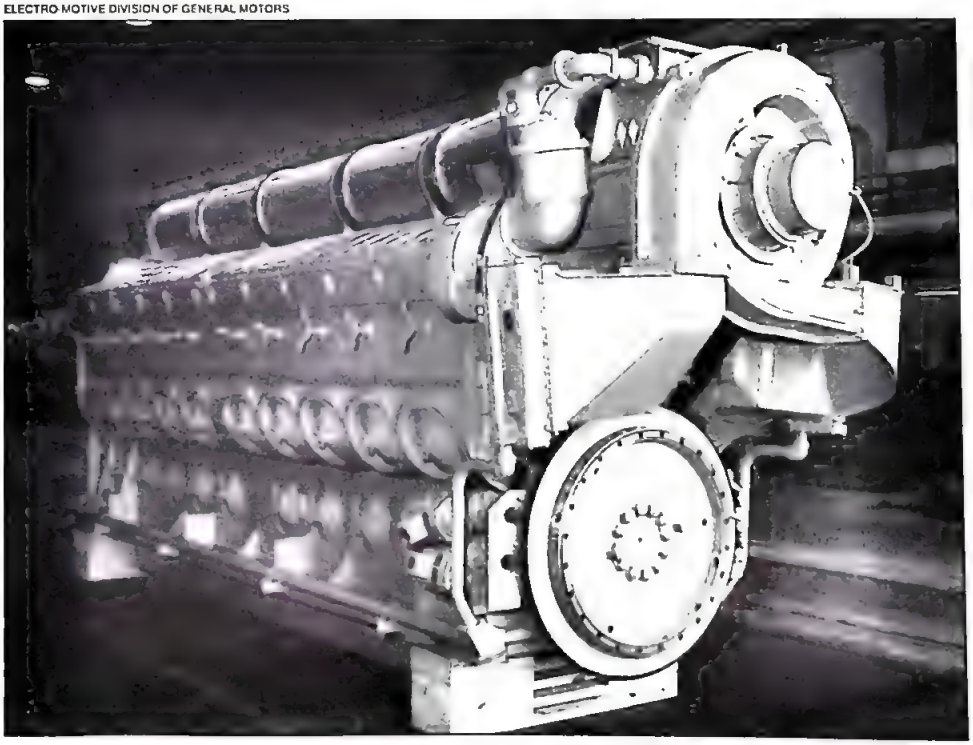
Of course, the rest is history, and we all know what happened — 20-cylinder Diesels and 6000 h.p. SD90MAC's and AC6000CW's, the latter containing a prime mover designed by Duetz, one of the rivals for Rudolf's original design.

As the Diesel engine now celebrates its 100th birthday, its first builder, Sulzer, is still producing Diesel engines, and Sulzer locomotives are still on the rails in Europe. Rudolf's reciprocating engine is still the most efficient way to turn fuel oil into torque.

What I found most startling about the Diesel engine is the mechanically primitive period during which this complicated machine was invented. And, while a full description of the lifetime of events, observations and obsessions that led Rudolf to develop the engine are too numerous to list here, I'm not sure anyone else would have combined the old, forgotten theories with new thinking and ample backing the way Diesel did to create his engine. Rudolf Diesel changed the mechanical world more than almost any other man.

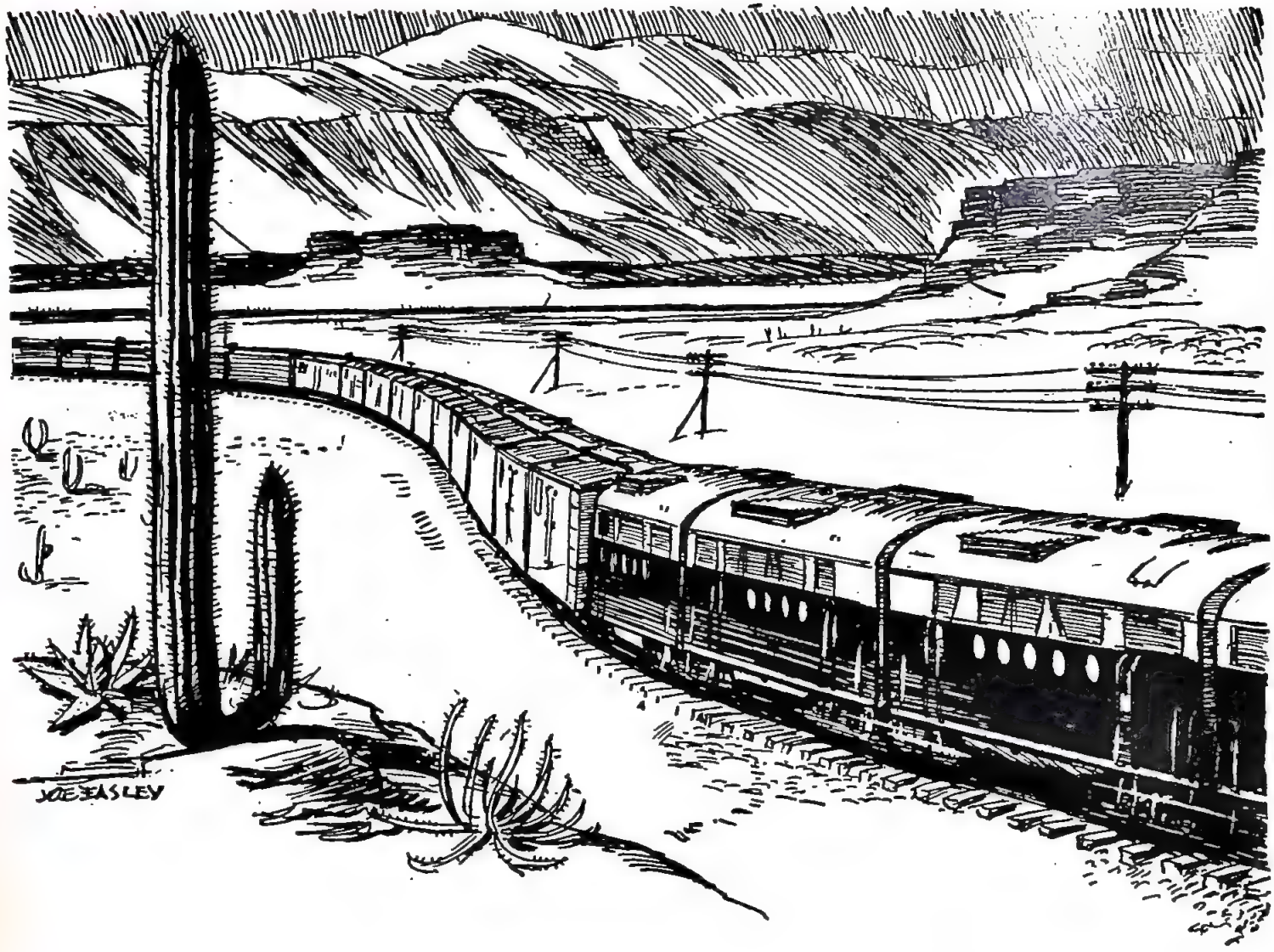
And about naming a locomotive for Rudolf annually — I'd say it's the least we can do to remember that it was Diesel that did it.

ELECTRO-MOTIVE DIVISION OF GENERAL MOTORS



RUDOLF DIESEL was a distinguished gentleman before (opposite) his death at age 55 in 1913. The first North American locomotive with a Diesel engine was the 300-h.p., 60-ton Ingersol-Rand demonstrator shown (above) in 1924 on the New York Central on Manhattan's west side. The largest Diesel engine on today's rails is currently the 20-cylinder (left), 710GEB in EMD's 5000-h.p. SD80MAC's, although gigantic marine Diesels can produce many times that output..

To illustrate the profound impact of Rudolf Diesel on railroading, we have reprinted on the following pages a story from the June 1941 RAILROAD Magazine about a veteran steam man's impressions as a guest on the first revenue run of the Santa Fe's FT road freight set "M-100." Note the steam-era terminology and speculation on diesel crew sizes.



A New Breed of Iron Horse

An Old Hand Loses Track of Division Points, On the First Run of a Diesel Freight

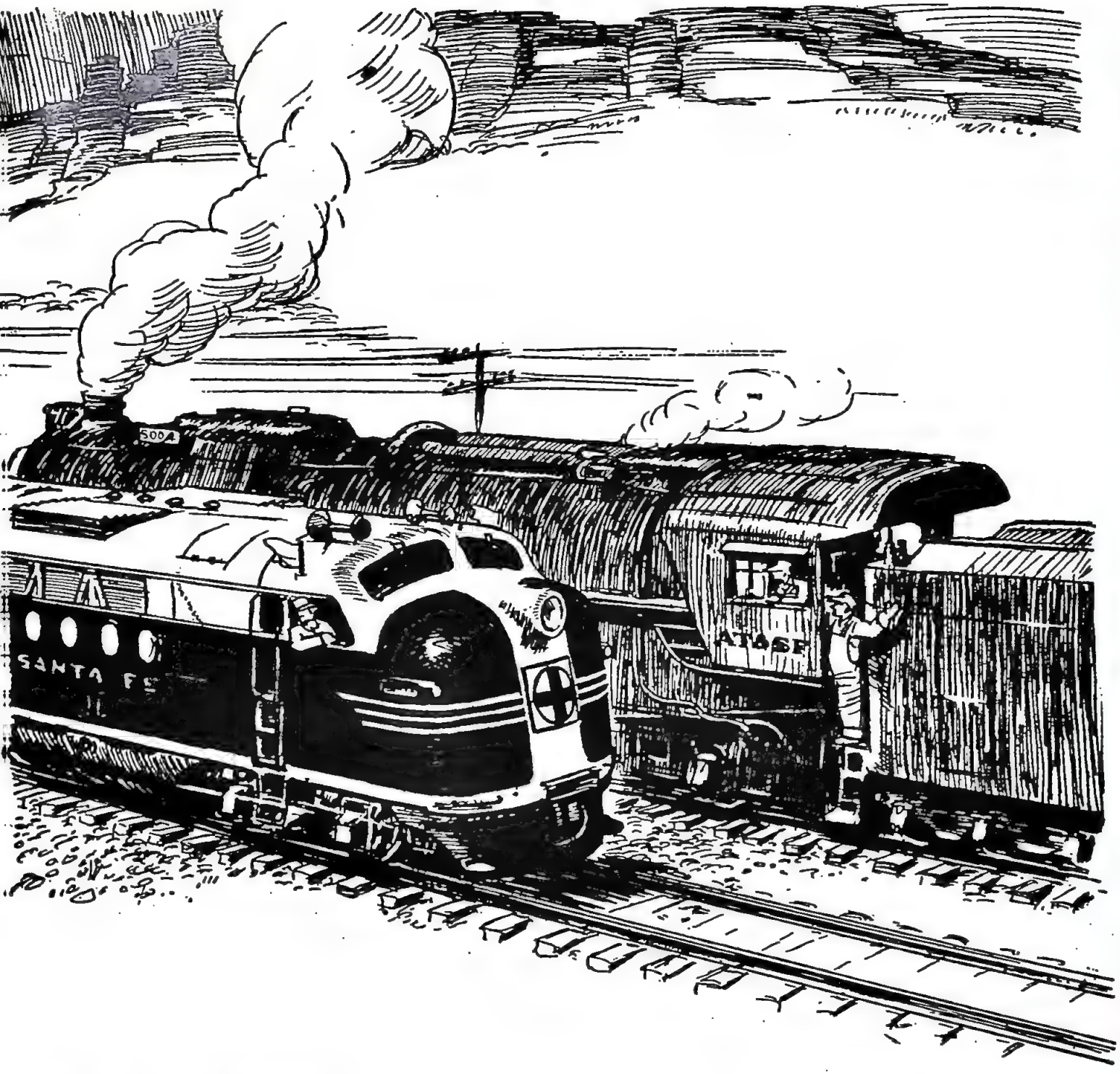
By CLIFFORD FUNKHOUSER
(Ex-brakeman, Santa Fe Ry.)

"IF WE had tied one feather to the caboose, we'd have flown," was the oldtime boast of train crews when they made a hotshot run. But now it's come to pass that the lowly merchandiser has no need to even that limited assistance. Not when the Santa Fe's big Diesel-electric freight job couples on. That pretty blue and red and yellow contraption is something to make us older hands break down and weep. There's no two ways about it; railroading is ruined.

Hardest hit by the transaction are probably the beanery railroaders — brothers who talked a fast run on a grease trough stool. Time was when these oral throttle artists astonished their listeners (mostly unwilling) by saying: "Well sir, I had 'em rolling fifty as we rounded the curve into Tanktown ...," then on and on and on ad nauseam about the nifty performance they had just turned in.

But from now on, such mediocre accomplishments will only draw a sulphuric message from the dispatcher: "What the hell are you trying to do — tie up the road?"

And so the beanery railroader's boasts of fast running have all come true and left him out on a



limb, with nothing to lie about.

Another thing that has carhands and enginemen scratching their heads is the need for learning a new language. The time-worn expression, "I was batting the stack off of her," is doomed. The Diesel freight engine has no stack to bat off. Other phases of the rail glossary such as "taking coal," "taking water," "running for water," "turning her on the wye" etc., will probably be relegated to folklore, like the jargon used in the days of hand-brake operation and the link and pin.

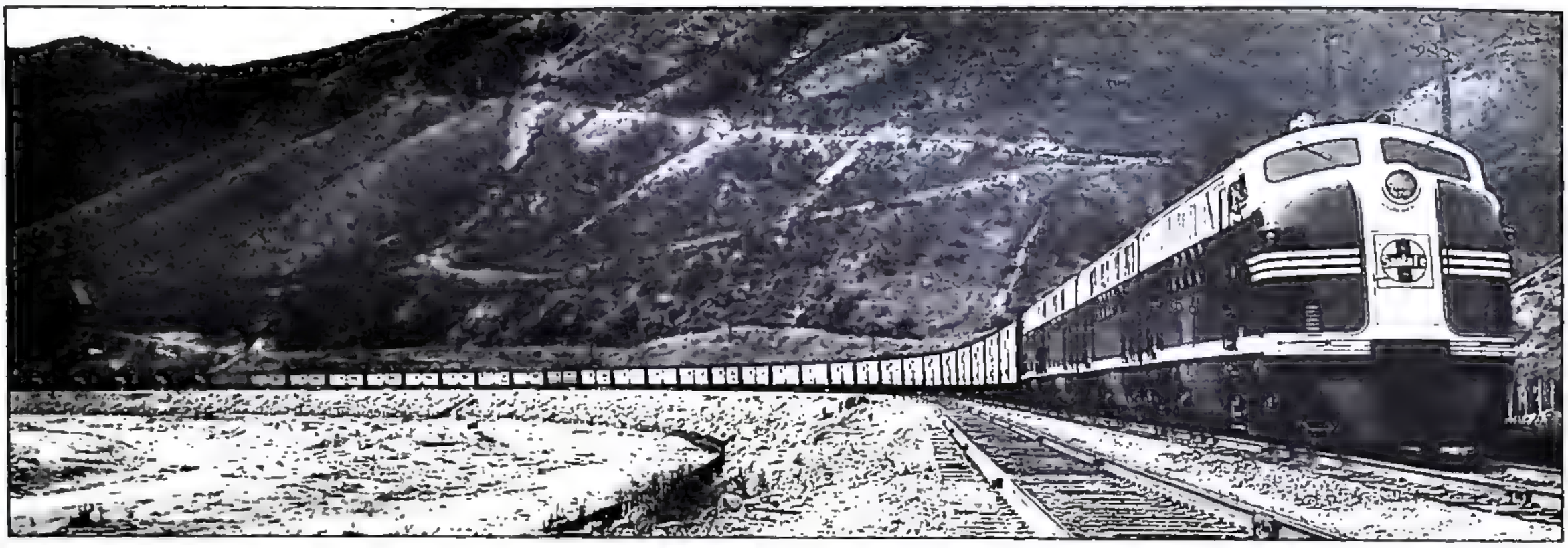
For that matter, every change in railroading outmodes part of the carhand's vocabulary and brings in some new monikers as vivid and picturesque as the old ones. The little engines of grandpa's day were "pigs," but with the advent of huge-boilered, low-wheeled locomotives that wallowed through the "Twenties," they graduated into "hogs."

Now, some sort of a name is going to be in order to express the character of the Diesel-electric motor, with its bulging cab-ends pointing east and west like the reinforced shoe-tips of a splay-footed yard detective.

The rails are already calling such silvery trains as *El Capitan* of the Santa Fe and the *Zephyrs* of the Burlington "tin minnies" (minnows), which they do resemble, as they dart across the landscape. So maybe the boys will remove the Diesel freight from the barnyard and give it a piscatorial background by calling it a shark or a whale or a seal.

All of this may be conjecture, but there isn't a doubt

SANTA FE RAILWAY



M-100 Grinding Down the Santa Fe's Ruling Grade at Cajon Pass. Holding a Sixty-five Car Train to its Twenty Mile-Per-Hour Speed Restriction with Regenerative Braking.

in the world that engineers will reach into the automobile argot to borrow many a well-turned phrase. Blended with railroadese, to "step on the gas" will probably come out "I had it shoved clear to the deck."

I hate to think what the ashcats or bakeheads will be called. They are taking over the engineer's traditional function of oiling around, assisting a new member of the engine crew — the "maintainer."

This latter worthy is an engineer in the nautical sense of the word. His job is to keep the power apparatus ticking, back in the monster's crowded midriff. And be it said right here that behind its slick exterior, M-100 has more gadgets and machinery than a submarine. It is not beyond the range of probability that this characteristic will give it the nick-name "M-mill," or merely "Em;" an analogy to U-boat. But God help the man who ever calls a brawny fireman "Emmy" or "M-monkey!"

It would get us oldtimers where we live if these Diesels were ever to drive big steam locomotives like the Santa Fe's 5000s out of the operating picture. For no engine that ever spouted steam and soot, lacked personality. But the Diesels are about as temperamental, capricious and personable as a well-maintained automobile. By no stretch of the imagination are they of the feminine gender. They are mere robots — and as soulless. In days to come, it will take men with the spirits of janitors to run these things, which seem mostly to require polishing and cleaning up.

To me was extended the privilege of riding on the first trip of the M-100 with a scheduled freight. By way of warming up the big motor for its sprint to the coast, they gave it Number 43, a hotshot, to handle over the Missouri Division, where I was "made" a brakeman thirty years ago. Between Shopton Yards (Fort Madison, Iowa) and Marceline, I was to have a place in the cab.

The regular engineer was Joseph Watson, with whom I had worked when he was a young fireman. Tim Devine held down the left seatbox, and back of the soundproof partition behind them, though always within reach by a call bell, was maintainer Ralph Pollmiller, son of August V. Pollmiller, an engineer with whom I made many a trip in days gone by. Gus died in 1929. He had pulled the *Chief* on its first trip more than fifteen years ago. My father was the conductor.

Because Watson, as a freight man, had never had any experience with Diesel equipment, the engine was actually operated by Murt Campbell, the traveling engineer, who was crack runner of the division in my time.

Back in the crummy, too, was an old conductor acquaintance, J.A. Taylor., and just to make it seem still more like old home week, a certain roundhouse foreman friend of mine was riding in one of the five office cars directly behind the motor. Only he isn't a roundhouse foreman any longer, but mechanical superintendent of the Santa Fe — one notch below John Purcell, the assistant to the vice president of operations and boss of all things mechanical. His name is John P. Morris. With him was a trainmaster O.C. Drill, a prince of a fellow who called me Mister Funkhouser. That's not what T.M.s used to shout at me, back in the days when I was busting up an occasional car and running through a switch now and then — just so the gents in the office wouldn't forget I was around.

Now that we've met all the Santa Fe folks, let's whistle off before we get a message bawling us out for tying up the works. It was 9:22, and *El Capitan*, the 39-and-three-quarter hour all-coach train to Los Angeles, had just roared by like a silver flash. We, ourselves, were barely an hour and twenty minutes

ahead of the *Super Chief*, when the highball squirrel-tailed from the rear end at 9:29.

It was nearly a mile to the interlocking tower at the west end of the yards, and we took it slowly, with our headlight over-reaching the main line switch from the start. Behind us snaked the aforementioned business buggies, 59 merchandise cars and the caboose, for a total of 2991 tons. At last the "head out" board went green; *El Capitan* had cleared the block.

In the cab of the 193-foot M-100, it was strangely quiet by contrast with the clash and thunder behind a steam locomotive's jouncing boilerhead. One senses, rather than hears, the 5400 purring horsepower of this huge machine and has no visible proof of the engine's size.

But from our high seats in the bull-dog nose, we did get an unobstructed view of signals, highway crossings and the right-of-way. In front of the engineer was an instrument panel equipped with air gages, speed recorder and signal indicator (the latter for use when operating over tracks with train control). Hot-air defrosters, windshield wipers and sun visors added to the illusion of our being in the front seat of an overgrown automobile.

Murt had 'em rolling 50 as we roared by Bricker, the first station to the west, at 9:46. Then we hit the four-mile climb up Boston Hill. When I broke there, a freight train took it at a walk. Not so, however, with this Diesel mauler. We topped it at an easy 32, charged down the next sag in one swishing rush, and were over another crest at Argyle, rolling 43. At 10:01 we crossed the Iowa-Missouri line at the middle of the Des Moines River bridge.

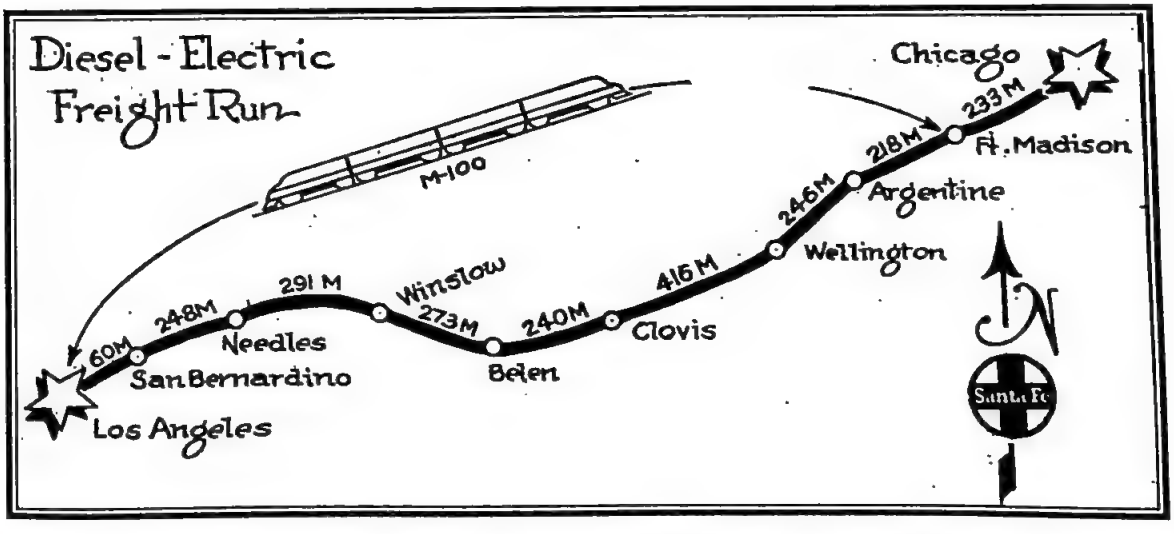
The log of this 113-mile jaunt across the division is printed adjacent to this text, and it might be stated, by way of interest, that each of the towns there listed sits at the top of a hogback.

Time was when a crew would get all swelled up if it made the run to Marceline in five or six hours (seven or eight being usual). The speed limit for freight was 35 miles per hour, and we had stops for water at Dumas and Wyaconda, for coal and water at Baring, for water at La Platta and often at Ethel, besides.

This Electro-Motive whatzit, though, had no notion of lingering anywhere for servicing and, with a 60 mile per hour speed restriction, came into Marceline in just two hours and 15 minutes running time from main line switch to main line switch. It was 12:06 when we clanked to a stop inside the yards.

Diesel Freight Log
(Shopton to Marceline)

MILES	STATIONS	TIME	*SUPER CHIEF* SCHEDULE
0.0	Shopton	9:29 p.m.	
1.3	Tower B	9:35	
5.5	Bricker	9:46	
2.0	New Boston	9:50	
4.6	Argyle	9:56	11:11 p.m.
4.0	State Line	10:01	
0.3	Dumas	10:02	
3.7	Revere	10:06	
7.1	Medill	10:13	11:28
9.2	Wyaconda	10:26	
5.3	Gorin	10:31	11:41
5.0	Rutledge	10:36	
3.3	Fabius	10:42	
4.8	Baring	10:49	11:54
5.5	Kenwood	10:57	
3.9	Hurdland	11:04	12:02 a.m.
6.3	Gibbs	11:14	
6.3	La Plata	11:21	12:14
5.5	Cardy	11:26	
4.7	Elmer	11:33	
6.8	Ethel	11:37	12:30
6.6	Hart	11:46	
5.2	Bucklin	11:56	12:42
5.8	Marceline	12:01 a.m.	12:47
(112.7)			



The Route of the Test Run, Showing Seven Regular Steam Engine Change Points. M100 Took Fuel Oil at Wellington, Kans.; Clovis, N.M.; Winslow, Ariz.; and San Bernardino, Calif. This Contrasts with an Aggregate of Twenty-eight Water and Twelve Fueling Stops Customarily Made. Her Four Servicing Stops Averaged Seven Minutes Each.

We had sprinted all the way ahead of the *Super Chief* and still maintained a comfortable hour's lead. In the old days, had we left Shopton under similar circumstances, we would have done well to make Dumas, or possibly only Argyle, considering the two hard hills en route.

At Marceline, the cooks in the president's private car had a fine lunch waiting for all hands. Murt Campbell, I found, had not forgotten some of my early didoes, among them a number in which his brother-in-law, Bill South, was dubiously involved. Today, Bill is a switchman down in Shopton yards.

West of Marceline, I spent more than an hour in the bowels of M-100. The roar of the 1350-horsepower Diesel motors was so deafening I couldn't hear a thing. Yet the maintainer and three demonstrators from the Electro-Motive Drive Corporation carried on continuous conversations and assured me, later, that it was all a matter of getting your ears tuned up to this kind of din. One of them admitted that he had never been able to hear himself think in a steam cab, but that sounded suspiciously like propaganda to an old hand who can still detect a shade of a whisper, above the cylinder-blast of any 2-10-4.

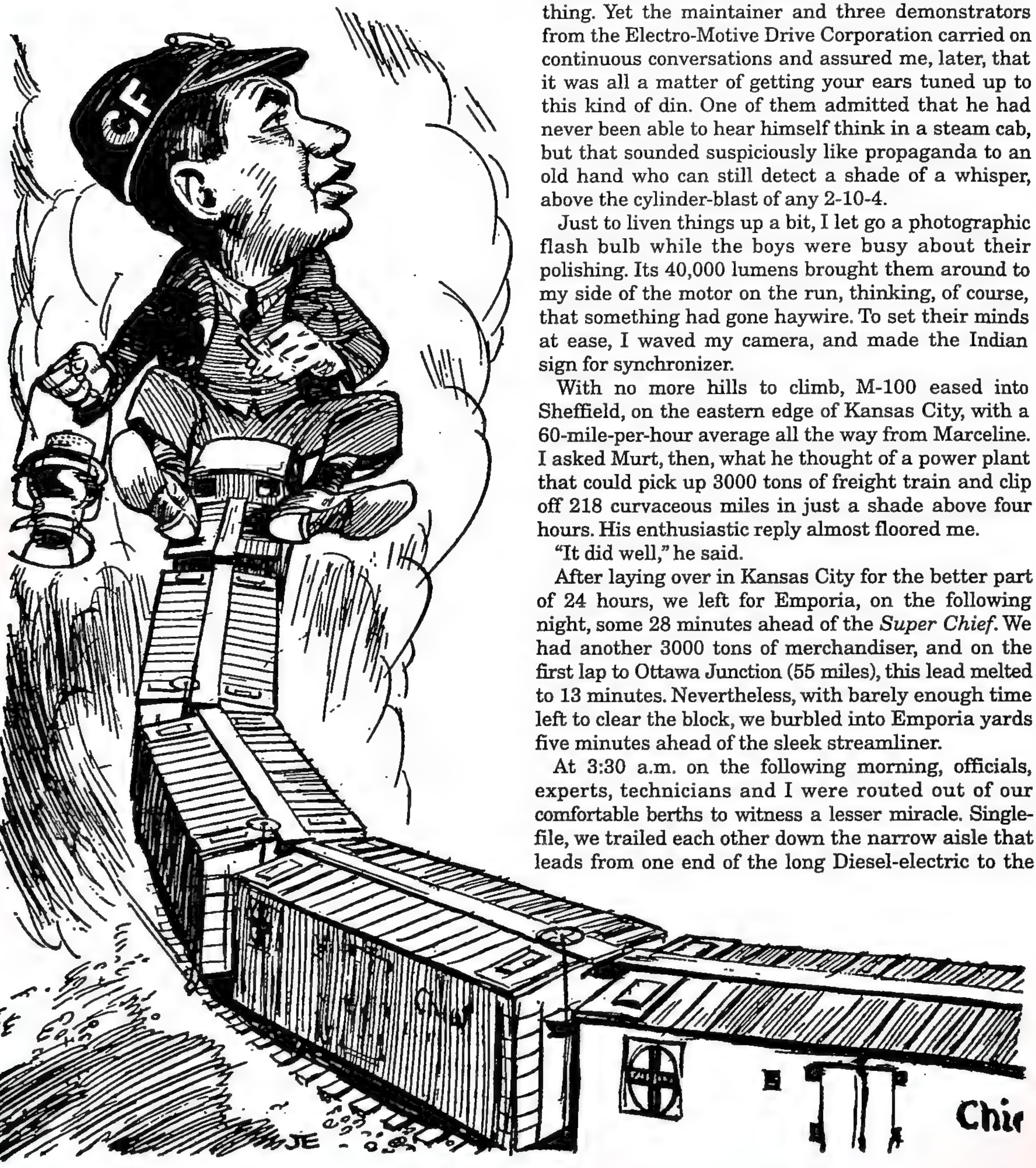
Just to liven things up a bit, I let go a photographic flash bulb while the boys were busy about their polishing. Its 40,000 lumens brought them around to my side of the motor on the run, thinking, of course, that something had gone haywire. To set their minds at ease, I waved my camera, and made the Indian sign for synchronizer.

With no more hills to climb, M-100 eased into Sheffield, on the eastern edge of Kansas City, with a 60-mile-per-hour average all the way from Marceline. I asked Murt, then, what he thought of a power plant that could pick up 3000 tons of freight train and clip off 218 curvaceous miles in just a shade above four hours. His enthusiastic reply almost floored me.

"It did well," he said.

After laying over in Kansas City for the better part of 24 hours, we left for Emporia, on the following night, some 28 minutes ahead of the *Super Chief*. We had another 3000 tons of merchandiser, and on the first lap to Ottawa Junction (55 miles), this lead melted to 13 minutes. Nevertheless, with barely enough time left to clear the block, we burbled into Emporia yards five minutes ahead of the sleek streamliner.

At 3:30 a.m. on the following morning, officials, experts, technicians and I were routed out of our comfortable berths to witness a lesser miracle. Single-file, we trailed each other down the narrow aisle that leads from one end of the long Diesel-electric to the



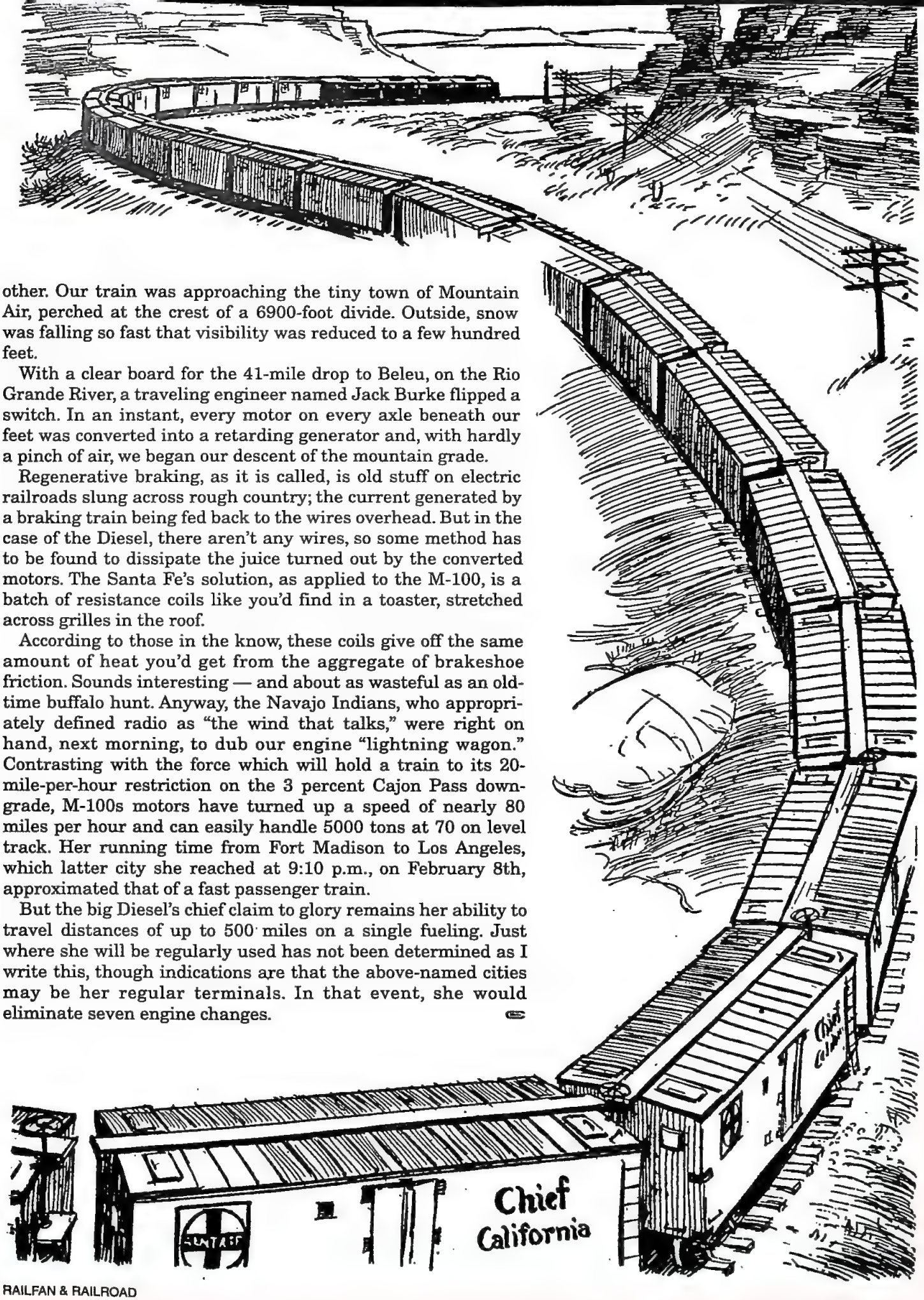
other. Our train was approaching the tiny town of Mountain Air, perched at the crest of a 6900-foot divide. Outside, snow was falling so fast that visibility was reduced to a few hundred feet.

With a clear board for the 41-mile drop to Beleu, on the Rio Grande River, a traveling engineer named Jack Burke flipped a switch. In an instant, every motor on every axle beneath our feet was converted into a retarding generator and, with hardly a pinch of air, we began our descent of the mountain grade.

Regenerative braking, as it is called, is old stuff on electric railroads slung across rough country; the current generated by a braking train being fed back to the wires overhead. But in the case of the Diesel, there aren't any wires, so some method has to be found to dissipate the juice turned out by the converted motors. The Santa Fe's solution, as applied to the M-100, is a batch of resistance coils like you'd find in a toaster, stretched across grilles in the roof.

According to those in the know, these coils give off the same amount of heat you'd get from the aggregate of brakeshoe friction. Sounds interesting — and about as wasteful as an old-time buffalo hunt. Anyway, the Navajo Indians, who appropriately defined radio as "the wind that talks," were right on hand, next morning, to dub our engine "lightning wagon." Contrasting with the force which will hold a train to its 20-mile-per-hour restriction on the 3 percent Cajon Pass downgrade, M-100s motors have turned up a speed of nearly 80 miles per hour and can easily handle 5000 tons at 70 on level track. Her running time from Fort Madison to Los Angeles, which latter city she reached at 9:10 p.m., on February 8th, approximated that of a fast passenger train.

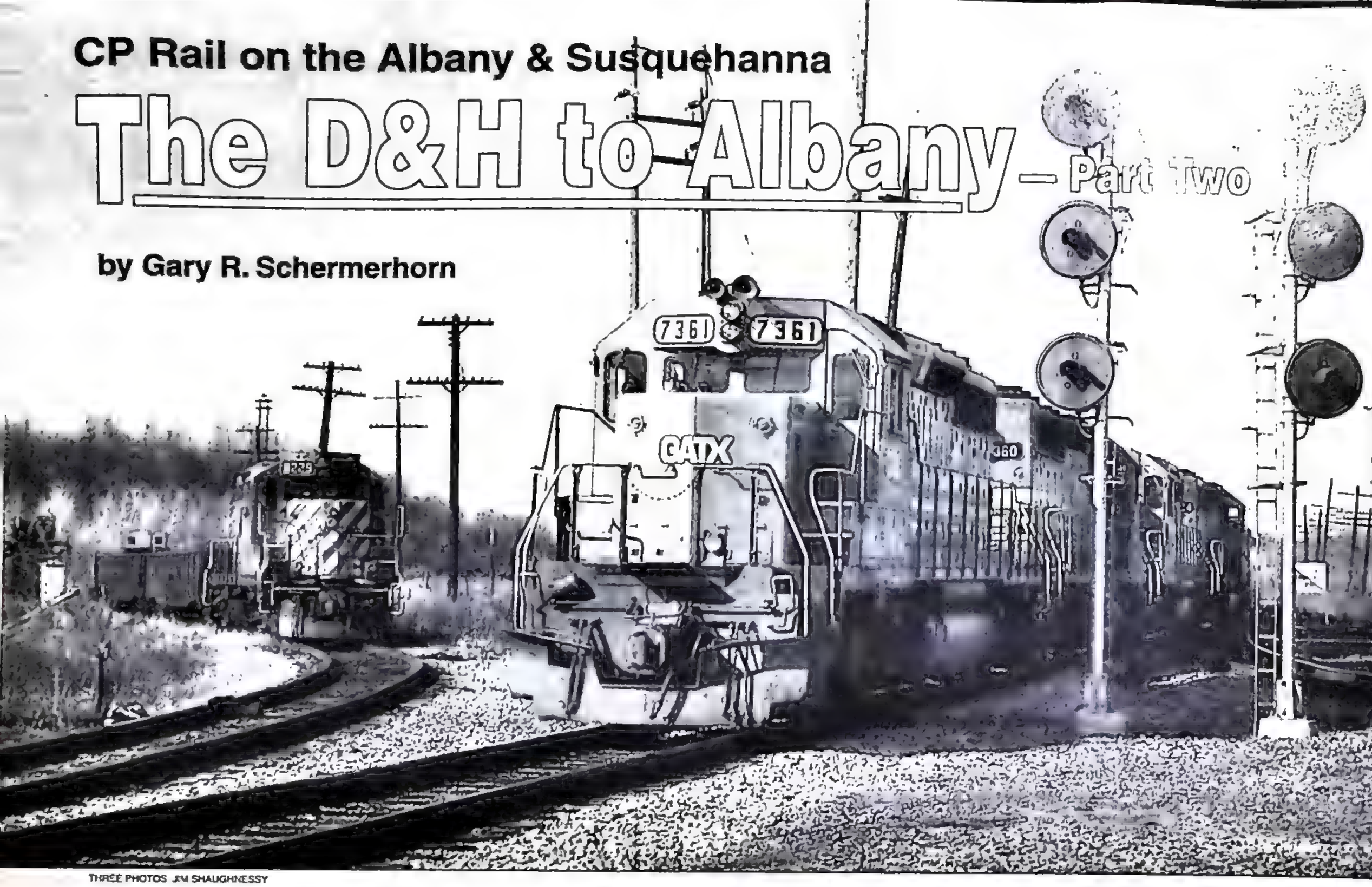
But the big Diesel's chief claim to glory remains her ability to travel distances of up to 500 miles on a single fueling. Just where she will be regularly used has not been determined as I write this, though indications are that the above-named cities may be her regular terminals. In that event, she would eliminate seven engine changes.



CP Rail on the Albany & Susquehanna

The D&H to Albany — Part Two

by Gary R. Schermerhorn



THREE PHOTOS JIM SHAUGHNESSY

CP RAIL'S Susquehanna Division begins on the north end from two yards near Albany, New York: the now-abandoned Mechanicville Yard and the largely downgraded but still active Mohawk Yard in Schenectady. Mechanicville, once jointly owned by the B&M and D&H, was the traditional gateway for D&H traffic to New England. The complex consisted of the B&M's hump classification yard on the south side and the D&H's smaller flat-switching yard to the north, divided by the D&H main line. Each railroad also had its own roundhouse.

Southbound D&H freights headed for the heavy grades over Kelly's, Howes Cave and Richmondville Hill picked up helpers here or at Mohawk. During the 1960s and '70s, Mechanicville was a mecca for railfans to observe the colorful and unusual D&H and B&M motive power. Today both yards are gone, abandoned by GTI in 1985 when it retreated from operations in New York. Daily CP and Guilford trains still roll by, including intermodals

headed down the old D&H "Colonie Main" to Kenwood Yard at the Port of Albany. At the east end of Mechanicville Yard was XO Tower and the diamond where the D&H Colonie Main from Albany crossed the B&M bound for Boston. The CP now handles its interchange with Guilford/B&M at Mohawk Yard.

Prior to 1965, the D&H had two lines west from Mechanicville to reach the route from Schenectady to Canada; one extended northward to Ballston Spa, and the other struck westward to Glenville. In 1964 the new "Crescent Connection" wye was built near Glenville, and the line to Ballston Spa was abandoned.

West of Mechanicville, the B&M reached for its old NYC interchange at Rotterdam Junction by running over the D&H. From the Waite Road crossing, the D&H main split at QG Cabin (CPF477) into two lines, the new Crescent Connection wye north into Canada and the old main west to connect with the Susquehanna Division Trains at Saratoga will exchange crews, interchange cars and sometimes swap power before continuing north or south. Since the original D&H ran from Binghamton to Albany and then north via Mechanicville and Ballston Spa to Saratoga, today's "main line" from Saratoga south via Schenectady to Delanson is still known as the "Schenectady Branch."

South of the Crescent Connection is the small Mohawk Yard (CPF483) once used by the D&H as a "balancing" yard and a pick-up and set-off point for B&M traffic. Today it is the primary interchange point between CP/D&H and the Guilford B&M main line. The B&M PODH out of Portland, Maine, arrives at Mohawk early in the morning, and the Guilford power lays over until the DHPO departs eastward in the afternoon.

South of Mohawk Yard, the D&H main crosses the Mohawk River on a truss bridge and passes the old American Locomotive Company Schenectady Works before reaching the downtown Schenectady Amtrak station (formerly SS Cabin). The D&H passenger trains used to go north from Albany on the Colonie main via Mechanicville and the Crescent Connection to reach the main line to Canada, but today's *Adirondack* comes out of Albany on Conrail's old NYC passenger main to Schenectady before turning north on the D&H.

The Albany Main

Three miles south of Schenectady, the D&H passes beneath Conrail's busy ex-NYC double track Chicago Line and begins its ascent out of the Mohawk Valley into the Helderburg Mountains on the 0.8% Kelly's grade to Delanson. Just north of the village of Delanson is CPF499 (formerly DJ Cabin) where the Schenectady Branch connected with the Albany Main.

The 26.8-mile old Albany Main runs east from Delanson through the villages of Altamont, Voorheesville, Slingerlands and Delmar before descending to the former KN Cabin and into Kenwood Yard at the Port of Albany. Kenwood today continues to be an active and vital port yard for the CP, interchanging intermodal, grain, refinery and freight traffic both with the Port of Albany Railroad and Conrail. CP trains 263/264 use the seven-mile Albany Secondary from Kenwood to interchange with Conrail at its busy Selkirk Yard south of the port.

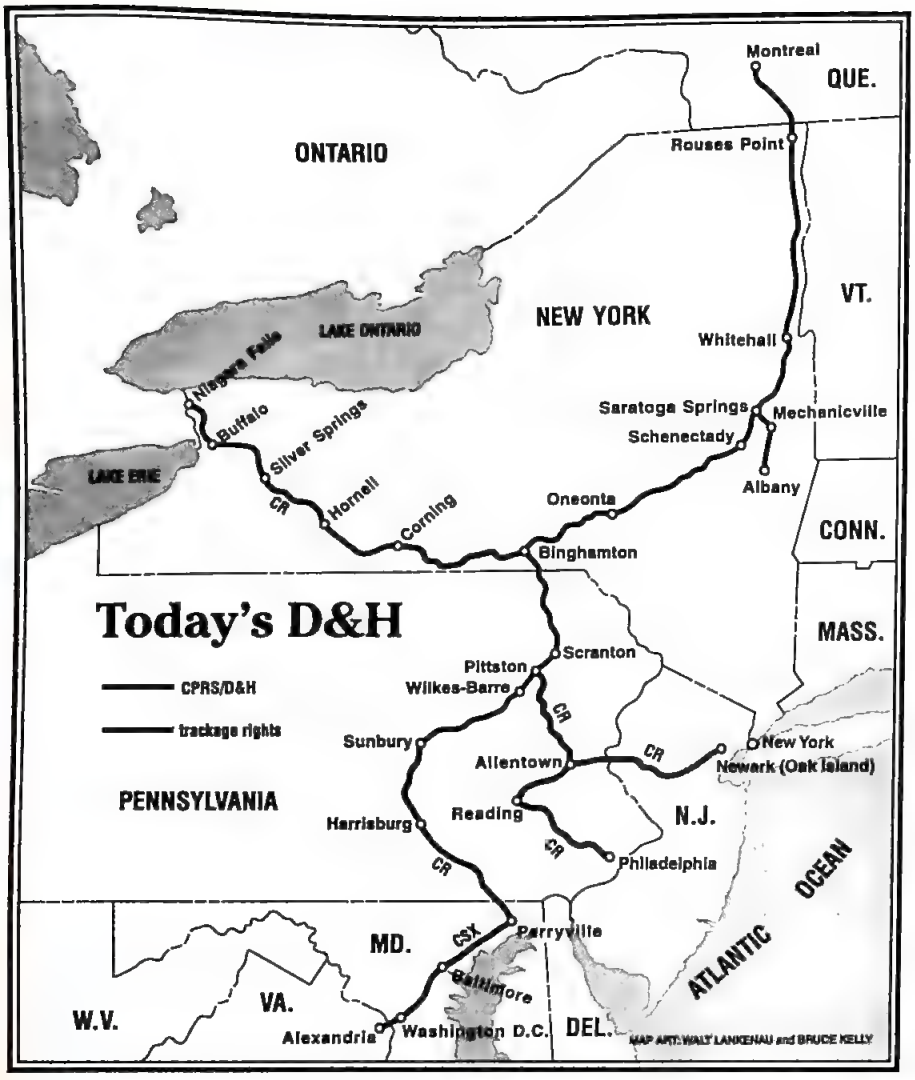
After passenger service dried up around 1962, the Albany Main lost its freight importance to the D&H. Its light rail and heavy grades (which resulted in a few costly derailments) significantly hampered operations, and as a result, most traffic bypassed the Albany Main by way of the Schenectady Branch, Mechanicville Yard and the Colonie Main to enter the port from the north instead of the west.

In late 1994, there was news of a possible revival of the old Albany Main

MECHANICVILLE, NEW YORK, was the traditional gateway between the D&H and B&M. In November 1994 **(left)** CP Rail 262 was passing through the junction where the XO diamond crossing used to be, and on October 12, 1994, a Soo Line SD40 had 263 **(below)** at the same location, westbound out of Kenwood Yard at the Port of Albany. The southbound Amtrak *Adirondack* **(opposite bottom)** was passing a pair of CP RS18s at Mohawk Yard in May 1993.

at GV Cabin (CPF480) in Glenville. At GV the B&M split off to make its own way to Rotterdam Junction.

North of the Crescent Connection (now known as the Canadian Connection) is a small classification yard at Saratoga Springs, a stopping point for trains running over the Susquehanna Division between Binghamton and Montreal.



line in the form of a General Electric contract to move high and wide generators and turbines to the Port of Albany. This would have meant extensive upgrading and rebuilding of the old track. But by early 1995, General Electric had changed its mind, and a new plan to upgrade the 15-mile Colonie Main between Mechanicville and the Port was instead put into effect. A $4 million State of New York grant as well as an additional $3.5 million invested by GE would fund the project, set to begin in March 1995. Besides upgrading the Colonie Main, initial work was to include single-tracking the Schenectady Branch between Mohawk Yard (CPF483) and the Schenectady station (CPF485).

By November 1994, the Albany Main was spiked out of service, and any hopeful revival of the 16-mile segment between Delanson and Voorheesville as an excursion line was dashed.

Roller coaster to Binghamton

Back at Delanson, there is a passing siding from CPF499 to CPF503 south of the village. From there, the line descends Schoharie Hill on a 0.8% grade into the village of Central Bridge in the Schoharie Creek Valley. Trains descending this "sag" off Schoharie Hill will briefly gather speed for their climb again over the 1.4% Howes Cave grade south of Central Bridge. The line at this point passes the Penn Dixie cement plant and adjacent limestone bluffs. A little further south is the

Who's talkin'?

CP Rail has several talking **hotbox detectors** along the Susquehanna Division on 161.100 mHz north of Central Bridge and 161.475 mHz south of Central Bridge that give warning of a train's approach and location as well as an axle count and possible lead unit number and train symbol from the crew's return response.

The D&H hotbox detectors between Schenectady and Binghamton are:

Esperence (talking) MP503.24
East Worcester (talking) MP528.15
Colliersville (talking) MP547.80
Otego (talking) MP561.10
Bainbridge (talking) MP580.82
Harpursville (non-talking drag detector) MP596.50

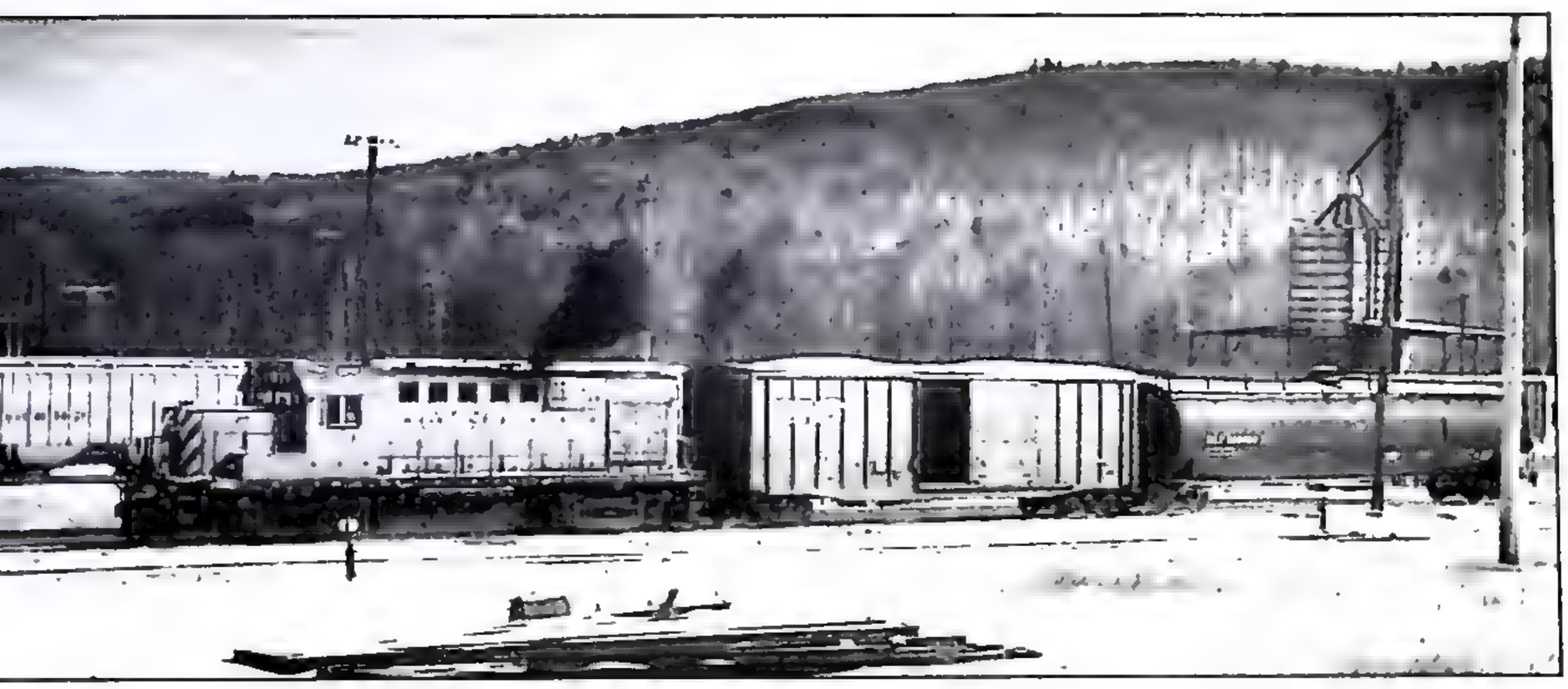
CP Rail scanner frequencies are:

North End Dispatcher (north of Central Bridge) 161.100 mHz
Road Channel and **South End Dispatcher** (south of Central Bridge) 161.475 mHz
South End Yard 161.530 mHz.

TWO PHOTOS: GARY SCHERMERHORN

famous Howes Caverns, a tourist attraction in the summer season. The grade levels off at Barnesville and continues south into the community of Cobleskill, home of SUNY college. The handsome Cobleskill D&H passenger station still exists today as — you guessed it — a restaurant.

South of Cobleskill, the single track continues its roller coaster profile as it tackles its most challenging obstacle yet: Richmondville Hill. The ten-mile grueling, twisting 1.4% grade begins immediately past the Cobleskill depot and continues on to West Richmondville, literally cut through the side of the mountain. During the winter months along Interstate 88 or Route 7, one can observe the fascinating sight of a train uncoiling itself like a toy over the side of the hill cut through solid shale. During the D&H period, pushers were used here to assist heavy tonnage moving south over Richmondville Hill.



THE "SU-2" LOCAL was working the Oneonta, N.Y., yard on a frosty March 10, 1995, with a Montreal-built RS18 carrying on the long Alco tradition of this part of the Delaware & Hudson. The SU-2 will finish its work Oneonta and run to Bainbridge before returning. That same morning, northbound "Sprint Train" 262 (**opposite**) was swinging off the curve just north of Wells Bridge at Otego; it would split at Mohawk, with one section going east on the B&M and the other continuing to Mechanicville and then dropping south to Kenwood Yard in the Port of Albany.

Continuing south, the line now descends into the Susquehanna Valley on a .75% grade past west Richmondville to East Worcester where there is 7400-foot controlled siding (CPF526 to CPF527). Past the village of Worcester all the way to Belden Hill, the line remains largely flat as it passes through small dairy farms and quaint, postcard villages that exist along the scenic valley and the snaking Susquehanna River.

South of Schenevus, the railroad passes the village of Colliersville and Cooperstown Junction, where the now-defunct 15.9-mile Cooperstown & Charlotte Valley struck off northward for Cooperstown. The Delaware Otsego Corporation set up its main offices in Cooperstown shortly after acquiring the former D&H branch line, and even though the C&CV has folded for lack of business, the sprawling DO empire — including the New York, Susquehanna & Western and even the Toledo, Peoria & Western — is headquartered in and dispatched from Cooperstown.

In Colliersville, the Leatherstocking Chapter NRHS has a small museum that features various relic railroad equipment and structures including the preserved FA tower from Oneonta Yard. More bizarre, perhaps, is the pair of prehistoric GG1 electric locomotives silently rusting along the D&H right-of-way adjacent to Route 7.

Six miles south of Colliersville, the D&H main enters the small city of Oneonta, the biggest population point between Schenectady and Binghamton and the halfway point on the line. Oneonta owes its existence to the once-extensive D&H yard that was the hub of operations for the division and is now only a desolate skeleton of its former self. Local SU-2 still serves the old yard and its surviving car shops as well as customers on the line south of Oneonta to Bainbridge and Afton.

Past the CPF554 to CPF557 siding in Oneonta, the line remains single track as it runs south through the small villages of Otego, Wells Bridge, Unadilla, Sidney, Bainbridge and Afton. Adjacent to the main line south of Bainbridge is the NYSEG electric power plant which receives occasional coal shipments from the CP.

At Nineveh, a passing siding (CPF587 to CPF590) ends at the former Penn Division Junction (formerly SW Cabin), where the line to Lanesboro and Scranton angled southward in the valley while the Susquehanna Division line began its ascent of Belden Hill. The Penn Division was abandoned after Belden Tunnel was refurbished in 1978 and the D&H bought Conrail's ex-DL&W line from Binghamton to Scranton in 1979. Both the junction and track have been removed, leaving only a scarred path where the Penn Division so recently tread.

The CP Susquehanna Division main passes the hamlet of Nineveh and crosses the impressive steel Harpursville trestle over Wylie Brook and begins the 1.3% ascent of the division's second largest obstacle, Belden Hill. Beyond the rebuilt tunnel, the line passes through the small hamlet known aptly as "Tunnel," (scene of the famous Erie invasion confrontation between Fisk's men and the R.C. Blackall troops). From Tunnel, the line curves along the hillsides as it descends the 1.06% grade through the communities of Dyes, Sanitaria Springs, Port Crane and finally past CPF611 into Binghamton.

Binghamton: New hub

Bevier Street Yard in Binghamton was once the end of the Susquehanna Division. Traffic would be handed over to either the Erie Railroad or Delaware, Lackawanna & Western or via the Owego Branch to the Lehigh Valley at Sayre. Today Binghamton is a hub of CP Rail activity with lines stretching south to Scranton and west to Buffalo on Conrail trackage rights. The new focal point is the former DL&W East Binghamton Yard in Conklin, N.Y.

From CPF611, located near Phelps Street in Port Dickinson on the north side of Binghamton, the D&H splits south with two "runners" into Binghamton. The right hand track, known as the "Buffalo Runner," connects with the Liberty Street Main used by the NYS&W and CP Rail to connect with the Conrail-owned ex-Erie main line at CP-QD near the Chenango Street Bridge. Unit coal, grain or salt trains out of Buffalo use this junction at "QD" to come off the east/west Conrail main and swing north past the Agway mill to CPF611 and the Susquehanna Division.

Adjacent to the Buffalo Runner past CPF611 is the "East Binghamton Runner," which passes the now-abandoned

Bevier Street Yard and turns east to hit the Erie main at CP-BD. At "BD," trains halt for signals (controlled by Conrail's Delaware Dispatcher) to cross the Conrail east-west main to either the No.1 or No.2 runners that cross the Susquehanna River into CP Rail's East Binghamton Yard.

Southbound trains coming off the Susquehanna Division will radio the East Binghamton yardmaster before passing CPF611 for permission to BD. Northbound trains leaving Conklin will cross the Susquehanna River to BD and radio permission from the Milwaukee South End Dispatcher to pass CPF611 and enter the Susquehanna Division — Milwaukee? Yep. CP Rail dispatches the entire Bridge Line Division from its Soo Line (Milwaukee Road) offices in Milwaukee, Wisconsin.

Frequent CP bottlenecks occur at BD, especially in the busy morning and late afternoon hours when east/west traffic on the Erie main picks up. Naturally, the Conrail and NYS&W stack trains get priority through BD by the Conrail Delaware Dispatcher. Further aggravating the situation for the CP is that westbound traffic on Conrail will usually crew change at QD (Conrail changes crews at the old Erie freight house and NYS&W does the same at the Susquehanna engine shop or at BD) blocking the control point and the CP runner and costing even more delays to CP. Needless to say, waiting at BD can sometimes be quite an ordeal for CP crews.

As of early 1996, the compact East Binghamton Yard is a booming hub of activity with trains not only from the Susquehanna Division but traffic from Newark, N.J., and Philadelphia off the ex-DL&W line as well as Buffalo, Toronto and Chicago off the ex-Erie line. At times, one wonders how the East Binghamton yardmaster handles this incredible volume of traffic through such a small facility. Often cars are left on the runners until room can be made in the yard to accept them. The sounds of Alcos still prevail, as Montreal-built RS18u's do most of the yard goat and trimmer duties at both ends of the yard. Unfortunately, the yard and engine terminal are clearly posted "Off Limits," and more than one railfan trespasser has been arrested — not just politely asked to leave. One word of advice: "Stay out of the yard!" There is good public access, however, at either end of the yard, so keeping out of the CP's hair isn't all that difficult.

Railfanning the A&S

Railfanning this scenic D&H line can be either an easy, enjoyable and profitable experience or an incredibly frustrating endurance test.

Ever since the D&H's blue and gray roamed the rails, the Albany line has been a popular haunt for photographers for its scenic variety and easy accessibility — not to mention its exotic motive power from six-motor Alcos to Baldwin Sharks and run-throughs from almost everywhere at one time or another. Even today, CP Rail still populates the line and yards with Montreal-built Alcos and Soo Line units in addition to Canadian power in two different paint schemes.

All in all, the Albany & Susquehanna line is a great place to photograph trains — that is, of course, if you can find one!

Presently, only five CP Rail trains are scheduled over the line in daylight hours, not counting the SU-2 Oneonta local. Most of the activity occurs primarily in the morning hours and is concentrated between Binghamton and Oneonta, leaving the northern half mostly slim pickin's. Since most of the CP Rail Bridge Line traffic over the Saratoga and Champlain Divisions runs on a nocturnal schedule, this is still a good deal).

When you do find a train on this line, chasing it can be rather difficult since CP has upgraded the track. Chasing along old Route 7, with the exception of the Belden Hill area, is usually out of the question and not too highly advised. Luckily, Interstate 88 parallels the railroad most of the way — but speeders beware! Interstate 88 is heavily radar-patrolled by state troopers who would just love to zap an unwary railfan hot after some Action Red Alcos. A little careful preplanning works better. Knowing the territory and seasonal lighting will greatly increase your chances of success.

Two scheduled northbounds out of East Binghamton (270 and 262) and two southbounds out of Mohawk and Saratoga (261 and 554) are good bets between sunrise and noon. Inconsistent departure times and delays make it difficult to pin down just where each train will be at any particular time from day to day. In contrast, afternoon activity is minimal to nonexistent. Currently, the northbound 553 from East Binghamton to Saratoga will come on duty around 2:00 p.m. (depending on the on-time arrival of the 558 out of Toronto that morning). If things aren't delayed too badly, it's often a good bet for a late afternoon chase.

The occasional unit coal or grain trains in either direction can show up at almost any time, so the best advise is be prepared for the unexpected. Binghamton is a great place to base your railfanning, because most of the line's symbol trains tend to "bunch up" on the southern section of the line, and there is also the potential for Conrail and Susquehanna action in town. Motive power can run the gamut from CP Rail SD40-2s, RS18s and Century 424s to Soo Line super cabs and any manner of leased or run-through units.

GARY SCHERMERHORN

Belden Hill to Oneonta

The entire Albany line is reasonably accessible and can be interpreted from any decent road map or Delorme Gazetteer. However, here are a few tips on hitting the south end, where the chances are best for daylight action.

NINEVEH JUNCTION has always been a focal point of action; on the beautiful spring morning of May 6, 1995, 554 (**above**, right) is meeting northbound 270 at the south end of the siding at CPF 590. Rebuilt GP9u 8227 is heading for assignment as the west end yard switcher in East Binghamton. On April 25, 1995, (**left**) another meet was taking place in the afternoon at Nineveh Junction with six units on the 556 meeting the northbound 553. The 3000-series GP38-2 is a fairly rare bird on the D&H. The long days of summer provide interesting lighting in late afternoon for the 553 (**right**) at the NYSEG power plant at Bainbridge on August 23, 1994. A talking detector at MP 580.82 will warn you of an approach here, but the 50 m.p.h. track speed will make chasing difficult and risky. Somebody made a wrong turn at Zool Two ex-PRR GG1 electrics (**below**), owned by the Leatherstocking Chapter NRHS, rest and rust alongside CP 270, northbound at Cooperstown Junction in Colliersville on September 30, 1995.

FUJI VELVIA (TOP) and TWO KODACHROMES GARY SCHERMERHORN

FUJI VELVIA. GARY SCHERMERHORN

If you're starting your day in Binghamton, a good idea is to wait for a morning northbound out of Conklin, such as the 270 or 262 (usually between 6:00 and 7:00 a.m.) and follow it north. A good shot in Binghamton in the morning is the Agway Mill (April '96 cover) accessed off Griswold Street, where both the East Binghamton and Buffalo runners converge at the south end of the old Bevier Street Yard. Both northbound and southbound trains make good sidelit studies here with the Agway Mill as an effective prop.

The Nolan Road crossing just north of Binghamton has been a long-time favorite spot to get trains fighting the grade, though the lighting there is best in the afternoon. By heading north on Route 7 to I-88, you can chase morning northbounds rather easily. By getting off at the I-88 Sanitaria Springs Exit 4, you can access the line and continue north on Route 7 until you reach Tunnel Road, within sight of the stone arch overpass where the railroad crosses Route 7. Tunnel Road stays pretty well within sight of the railroad all the way to Belden Tunnel, and there are a couple of side roads that cross the tracks for potential photo locations. The south portal of Belden Hill Tunnel is a great shot for an afternoon southbound, if you can get one. To reach the north portal, take Meade Road east just north of the community of Tunnel.

The best way to chase a northbound is to backtrack to Route 7 and continue eastward toward Nineveh. Just west of town, where Routes 7 and 235 intersect, is the famed Harpursville Trestle, without question the finest morning

KODACHROME. JIM SHAUGHNESSY

location on the south end of the line. (Harpursville Trestle can also be accessed from the Harpursville Exit off I-88 and heading east on Route 7).

East of the trestle is the village of Nineveh, where the old Penn Division once connected at Nineveh Junction (SW cabin). Near there you'll find the CPF590 passing siding adjacent to Route 7 where a southbound can sometimes be spotted waiting for a meet. The controlled siding continues east to CPF587. A good trick, depending on lighting conditions, is to get ahead of the northbound out of Binghamton, check out the consist of the southbound at CPF590 if there is one, and double back to the Harpursville Trestle to shoot both trains and then chase the southbound back to Binghamton.

If the consist of the southbound is nothing special and the northbound has the "good stuff," you may wish to continue eastward. Track speeds, however, east of Afton greatly increase, and chasing along the two-lane Route 7 becomes extremely dangerous. The best advise would be to use I-88 to jump around the northbound.

The line is full of good photo locations, and one of the more interesting is the NYSEG Jennsion Station Power Plant at Bainbridge, which makes a good backdrop for almost any direction at any time of day (try the I-88 Afton Route 7 east or Bainbridge Route 7 west exits).

East of Bainbridge, trains race quickly over the relatively flat terrain of the Susquehanna River Valley. Plenty of fine setup shots exist along the right-of-way from Sidney east to Oneonta, but they require the added setup time that chasing will usually not allow. One exception is the Otego-Wells Bridge highway overpass west of Oneonta off I-88. Two nice shots (again with proper lighting) exist right over the D&H, which curves adjacent to the Susquehanna River. While the Oneonta yard is now effectively abandoned, it is still worth a look as a place where the SU-2 local might be seen or a meet may be developing with a southbound. Take the Morris Road Route 205 Exit 13 off I-88 to the River Street Service Road. Just off Fonda Street is CPF557, the former site of FA Tower.

East of Oneonta the line becomes a little more tricky. Good to excellent "dive off / dive on" shots exist right off the Colliersville, Schenevus and East Worcester overpass I-88 exits. If you happen to catch a morning southbound, good shots exist right off the shoulder of I-88 itself in a few locations — but don't park long, or you'll get visited by a state trooper.

One notable north end location that deserves special mention is the village of Delanson, where the line becomes "buried" in the Helderburgs as it enters the Schenectady Branch at CPF499 to Kelly's Grade and is not visible from either Route 7 or I-88. Take the I-88 Duanesburg Exit 24 and then go west on Route 7 to Cole Road, which will bring you to CPF499 at the crossing. A little further west off Route 7 is Gage Road, which offers another fine open field view that also includes two active D&H signals just north of CPF503.

THE "Railfan" Jinx?

As last month's Part One of this article was going to press, CP Rail posted notice that it was canceling all intermodal operations east of Buffalo on March 1, 1996, a situation that will have considerable impact on the Susquehanna Division operations — and an impact that cannot be immediately defined. This does not bode well for the long-term prosperity of the D&H in general and CP Rail's commitment to the Northeast. The summer of 1996 might be a very good time to explore the Bridge Line Division in System Red before it changes its identity again!

What's cookin'?

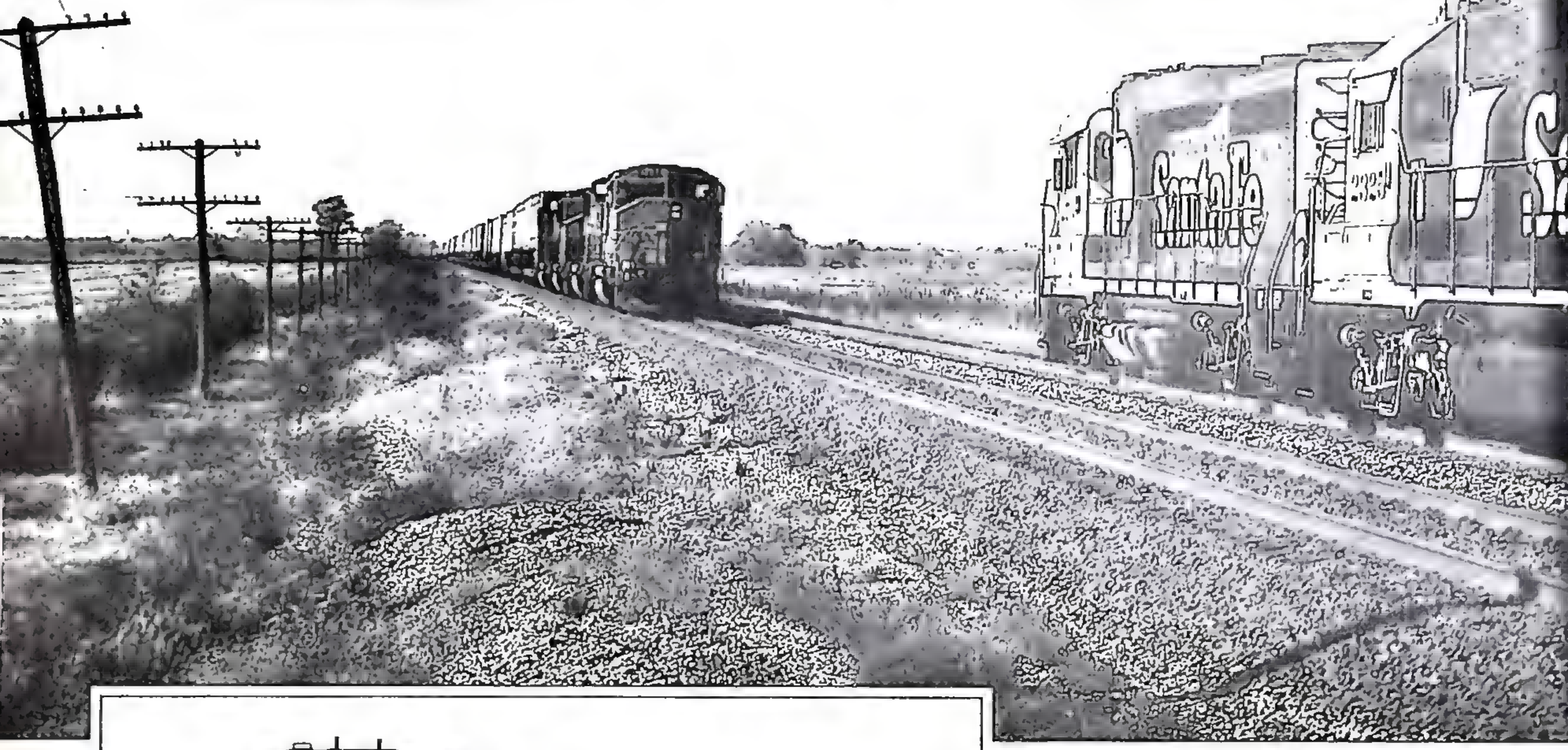
Although there are many fine eateries to be had up and down the line such as the Unadilla Diner in Unadilla Village (great breakfast) and Nikos in Binghamton (great bakery), one exceptional place for barbecue lovers (chicken or ribs) is Brooks' House of Bar-B-Q's on Route 7 just west of the Emmons-Davenport Center Exit 16 off I-88. It's a family owned and operated restaurant that features excellent home cookin'; laid back atmosphere; fast, friendly service and barbecued chicken that will literally melt in your mouth. Be prepared to wait a bit during the summer months, as Brooks' popularity is legendary. Look for the traditional grill smoke cloud rising over Route 7, and bring an appetite. This fan gives it five stars — GARY SCHERMERHORN.

GARY SCHERMERHORN

THE DAYTIME IS ABOUT OVER for CP 553 on November 12, 1994, as the setting sun is about to be swallowed up by the surrounding mountains as it storms through the reverse curves at Otego near MP 562 just south of the hotbox detector. A pair of RS18s brackets a former GATX SD40-2. Blistering System Red on the point and equally colorful K-Line stacks behind exit Belden Tunnel (**opposite top**) on 554 on June 16, 1995 — and don't overlook that ex-BC Rail second unit! The units are almost as colorful as the autumn foliage as a "Gator" and two different Soo's (**opposite bottom**) head up 264 at Waterford on October 12, 1995.

Missouri's Santa Fe - NS "Joint Track"

by Mark A. Bess



PHOTOGRAPHY MARK A. BESS, EXCEPT AS NOTED

You're standing by a double-track main line. In the distance, a headlight appears on the horizon. Turning to scan down the tracks in the other direction, you see a headlight there, too, on the opposite track. Sensing an opportunity, your muscles tense as you try to judge which train will arrive first. Soon — real soon — the first headlight is bearing down on you at high speed. Checking the other train, you realize that it, too, is moving at a breakneck pace. You raise your camera and fire off a shot of the first train, a blue and yellow blur, spin around and shoot a meet of its red and silver counterpart as the two close at well over 100 m.p.h. The roar and wind of two trains quickly subsides as they hurl on towards their destinations. You relax for a minute, savoring the accomplishment of shooting a rolling meet. Soon, however, another headlight appears. This time, a single train headed up by looming black engines roars past as shutters fire and motor drives whirl. Later, on a parallel track, another black-engined train rolls past, coming to stop just down the line a short distance.

Thus describes a reasonably typical scenario outside the small community of Henrietta, Missouri. Between the towns of Carrollton and Camden, Missouri, main lines of the Santa Fe and Norfolk Southern run parallel and are jointly operated. Located roughly 40 miles east of Kansas City, this section is comprised of Santa Fe's hot Ft. Madison (Iowa) to Kansas City Marceline Subdivision main line and Norfolk Southern's ex-Wabash Moberly to Kansas City main line, designated as their Kansas City District. Train traffic runs in the neighborhood of 60 trains per day, with Santa Fe contributing anywhere from 30 to 50 trains per day, Norfolk Southern running about 18 per day and Amtrak serving up its two daily *Southwest Chiefs*. For the railfan, the area offers a great combination of easy access, multiple carriers, a variety of traffic and best of all, lots of trains!

Coming in from the east, both lines converge just west of Carrollton at WB (for "Wabash") Junction, and for the next 30 miles the two run mostly side-by-side, separating at CA Junction, just west of Camden and actually located in the adjoining community of Fleming. Connections at each end as well as along the way allow the two routes to be operated as a single line, controlled by Santa Fe's dispatchers in Schaumberg, Illinois. Santa Fe trains use Norfolk Southern tracks and vice-versa, although the two lines are still located primarily on their own rights of way.

Historically, this joint track agreement has been around for a long time. On August 1, 1907, the Wabash signed a lease with the Santa Fe covering the use of the 43.01 miles of joint track. Whether this agreement coincided with the actual beginnings of the joint track or was merely a rewrite of an earlier agreement is not clear. Published histories and various other sources including ICC valuation reports and *Railway Age Gazette* from the period

THERE'S PLENTY OF ACTION on the "Joint Track" east of Kansas City. On October 22, 1994, Santa Fe's TCHRI1-22 was westbound just west of Henrietta, Mo., (**above**) behind GP30 2739 as it met an eastbound intermodal behind GP60M 122 — both were making track speed! That same day, Norfolk Southern B32-8 3527 and C30-7 8043 (**left**) were a few miles past WB Junction on Santa Fe track. Norfolk Southern 246 (**right**) with C36-7 8080 and C39-8 8630 was eastbound on the Santa Fe at Henrietta on September 8, 1995, meeting westbound warbonnets.

bridges in the area, and just beyond that is a medium-sized through truss bridge over the Wakenda Drainage ditch. Norfolk Southern has its own Carrollton depot at their milepost 210.8, a small, unmarked concrete and block structure that dates from Wabash days and is typical of those found along ex-Wabash lines.

At WB Junction, Santa Fe milepost 388.7 and Norfolk Southern milepost 212.8, the two lines converge and joint operation begins. From here to the end of the joint track at CA Junction, Santa Fe dispatches both tracks, and their mileposts are used. At one time, a series of towers controlled movement along the joint track with the first one found here at WB junction. Updated signal systems and remote control by the dispatcher spelled the end of all the towers, and none remain today. A set of crossovers at WB Junction allows both roads access to either track. Between WB Junction and Hardin, the Santa Fe and Norfolk Southern each have one track, located on separate rights of way approximately 150 feet apart. The two main tracks between these points are dispatched by Centralized Traffic Control.

Milepost 393.0 is the site of the former station of Palemon, once the site of a small stockyard. A crossover track between the two railroads' main tracks also once existed here. Today, there's nothing but long tangents and a few grade crossings in this area.

Norborne, a town of about 900, comes next at milepost 396.6. At one time a depot and joint freight house stood here, with the depot between the two tracks and the freight house on the south side of the Norfolk Southern track. A couple of elevators and a stock yard provided business, and another crossover track provided access to businesses on both tracks. Now, an elevator along the NS track provides some business, and a closed elevator along the Santa Fe provides a backdrop for photography.

At Hardin, population 598 and milepost 405.4, the Norfolk Southern track swings up off of its alignment to join the Santa Fe, and the two tracks proceed through town on the Santa Fe right of way, with another set of remotely-controlled crossovers located here. A combination depot and tower sat just north of the tracks, but this also is just a memory now. A remnant of the old Wabash main runs from a connection just west of town with the Norfolk Southern track back into town to serve an elevator. The Ray-Carroll County Co-op, operator of the elevator, has an SW1200 that it uses to switch grain cars. It is usually kept near the east end of the trackage and is easily accessible.

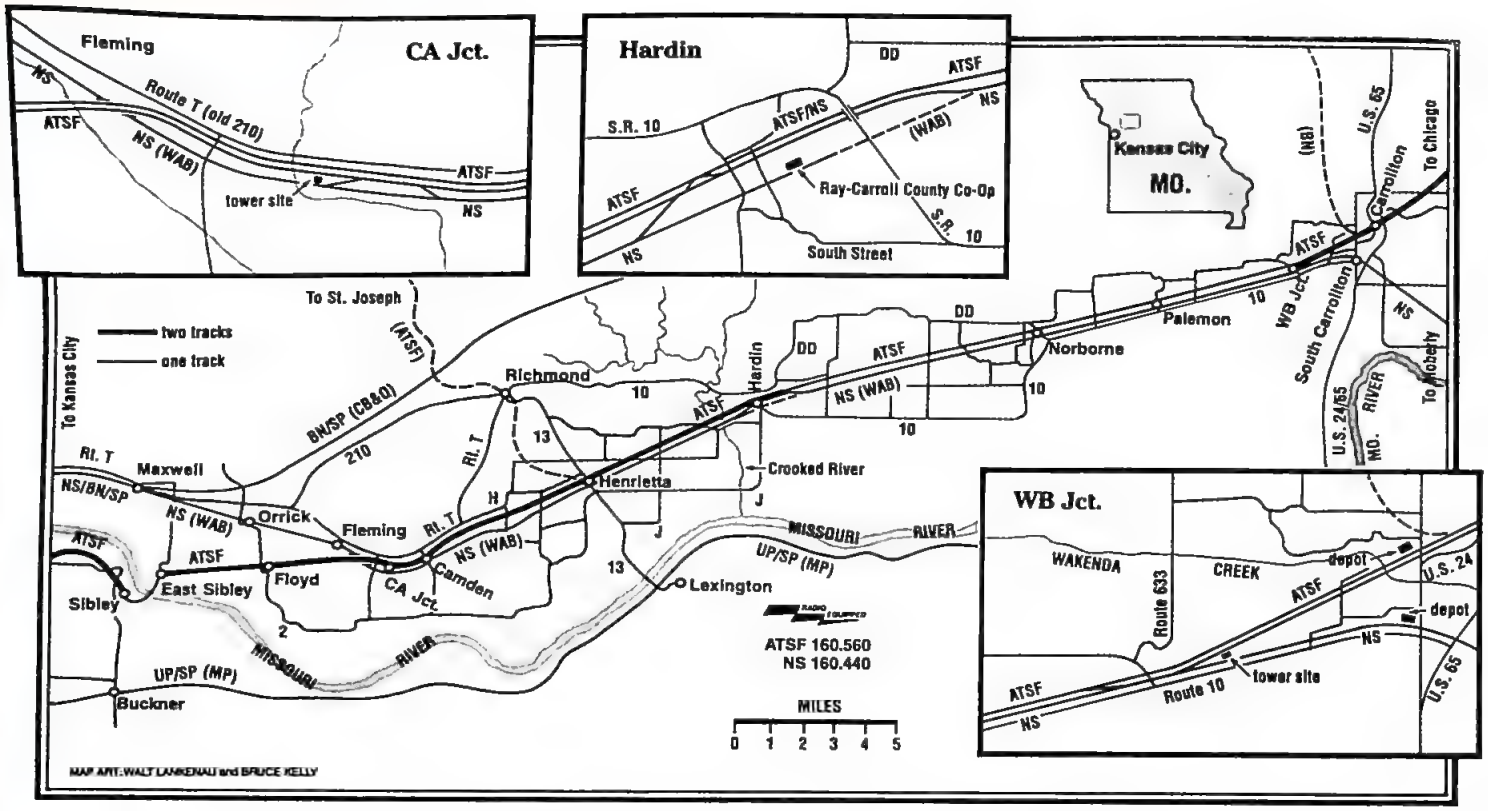
Just west of the crossovers in Hardin, the NS track breaks off and heads west along a less-parallel alignment. The Santa Fe continues west with two tracks, and both lines converge again at CA Junction, just west of Camden. This gives three main lines between Hardin and CA Junction. The two Santa Fe tracks between these points are directional traffic ABS, while the NS track is CTC controlled. Santa Fe's tracks are designated the North and Middle tracks here, while Norfolk Southern's becomes the South track.

Henrietta, at milepost 411.3, is just a shadow of itself as far as railroading is concerned and is not much larger demographically with a population just over 400. At one time Henrietta was the junction of two Santa Fe branches. A short three-mile line, abandoned in the 1930s, ran southward from Henrietta to North Lexington on the Missouri River. The other was Santa Fe's line to St. Joseph, Missouri, which was abandoned in stages over the last couple of

make no mention of the joint facilities. However, the 1907 agreement was scheduled to last for ten years and "thereafter until terminated on 90 days' notice." That 90 days' notice clause will not likely see use anytime soon!

Along the line

Santa Fe milepost 386.4 denotes Carrollton, Missouri, a moderate sized town of about 4700 just east of the beginning of the joint track. In Carrollton, there is still a large, red brick depot typical of Santa Fe architecture. Although it has had several windows blanked and a steel-siding end put on the east side, it remains an impressive building. A large grain elevator on the south side of the track contributes its share of business to the already-busy Santa Fe line. Just west of the depot is one of a few remaining overhead signal



THE SANTA FE DEPOT STILL STANDS at Henrietta; on September 8, 1995, GP60s 4038 and 4029 were bracketing Dash 8-40B 7443 on a westbound stack train. The Ray-Carroll County Co-op keeps SW1200 1221 **(below)** on hand to switch grain cars on its stub of the old Wabash main line at Hardin. The fresh black unit was photographed on October 22, 1994.

decades. As one would expect for a junction point, Henrietta at one time contained all of the elements necessary to support a typical steam-era operation: turntable, roundhouse, wye track, coal and water facilities and a moderate-sized yard. Although most of these facilities are now gone and the yard is somewhat smaller now, the depot still stands. It, like Carrollton, has been modified with a sheet steel facade on its east end. A Santa Fe maintenance crew still works from here, and the yard is still used for some local industry and for storing maintenance of way equipment. Norfolk Southern, in contrast, never had much in the way of facilities here, with not much more than a siding and a few industry tracks.

Santa Fe's depot is not the only one remaining in town, as another area depot can also be found in Henrietta. A few blocks north of the tracks is the privately-owned depot from the Wabash at Missouri City, located west of Camden. It is a typical small-town wood structure and has been converted into a residence.

The next community of any size is Camden, at milepost 416.9. Camden and its adjacent neighbor Fleming together account for only about 375 of Missouri's residents. Although there were once the requisite two depots here and a connector track, nothing in the way of facilities remains except for one signaling curiosity. The only road crossing in Camden still has a working wig-wag signal at the Santa Fe crossing.

At CA Junction, milepost 418.2, a set of crossovers gets everybody back on

their own lines, and the Santa Fe climbs up and over the NS on its way to the Missouri River bridge. As at WB Junction, a tower once controlled train movements through the plant.

The alignment of the entire joint track segment features long tangents with a few gradual curves. Grades are, in a word, flat, with only 50 feet of elevation gained in the nearly 30 miles between WB Junction and CA Junction. Both tracks are located in the Missouri River flood plain and are never more than a few miles from the river. Thus, this entire area was heavily affected by the floods of 1993. Both lines were closed, and both railroads suffered significant damage. Hardin, heavily hit by the flood, gained national media exposure when the town's cemetery, on the south side, began having coffins and burial vaults float up through the water-logged soil and continue to float on downstream. Flooding also occurred in this area during May and June of 1995, although it was not as severe and did not close the joint track. Today much of the major flood damage has been repaired, and the casual visitor will not likely notice any effects.

Current operations

This stretch of track hosts a number of trains of all types. The Santa Fe is well-known for its premium intermodal trains along with the other assorted merchandisers. A growing number of double-stack trains also ply Santa Fe rails these days. In addition, York Canyon coal trains en route to Chicago

SANTA FE INTERMODAL 1-189-14 was rolling through Norborne, Mo., on Santa Fe track on April 14, 1995 (**top**), and was followed a few minutes later by Norfolk Southern's 469 behind lone C39-8 8607 (**above**). Floyd, Mo., between CA Junction and East Sibley, saw the passage of Santa Fe VPEMC1-12 (**below**) with GP38 2341 and two GP7u's on April 14, 1995.

KODACHROME TIM BESS

pass through here as well. Motive power can be just about anything Santa Fe puts out on the main line, with many solid warbonnet sets showing up on intermodal trains, manifests typically having solid blue/yellow consists and still others having a mix of warbonnet and blue. Santa Fe trains interchanged with Conrail at Streator, Illinois, often show up with solid Conrail power sets.

Norfolk Southern contributes to the variety by dispatching its own diverse fleet of trains. A large number of these are auto racks and auto parts, due to the concentration of auto manufacturing and distribution facilities NS serves around both Kansas City and St. Louis. In addition, Norfolk Southern's Triple Crown subsidiary contributes two RoadRailer trains a day, one in each direction. Triple Crown's current level of business sees trains of up to 100 vans operated. The westbound train arrives in Kansas City around midnight and thus usually doesn't pass over the joint track until well after sunset. Its eastbound counterpart currently leaves Kansas City around 5:00 p.m. most evenings.

Norfolk Southern's motive power also runs the gamut of whatever they put out on the main line. With the mixing of the N&W and Southern fleets, it's hard to predict whether a train's units will be high nose or low nose, long hood or short hood forward. In addition, NS also runs some trains with single units, usually one of the newer high-horsepower SD60s or C40-8s.

Amtrak's *Southwest Chief* also runs through here on its journey between Chicago and the West Coast. The current timetable calls for a westbound departure from Kansas City of 1:20 a.m. The eastbound, with a departure from Kansas City of 7:25 a.m., is usually in good light anywhere on the line. Early morning usually provides nice lighting of the train crossing the Missouri River at Sibley.

Detour moves also show up on the joint track from time to time. Norfolk Southern's line gets occasional use by Union Pacific when its ex-MP St. Louis to Kansas City line gets flooded out. Santa Fe, on the other hand, has in recent times hosted detours off SOO/CP's ex-Milwaukee Road Chicago-to-Kansas City route as well as BN trains from their Chicago to Kansas City route. These detours also include SP trains that have trackage rights over the BN and are a sort of precursor to future post-merger operations.

Although the freight railroads' trains have schedules that are generally adhered to, any number of events makes predicting exact times over the joint track difficult. Primarily, though, it's due to constantly changing operating conditions and railroads' tendencies to adjust schedules and train routings to fit customers' needs. In general, however, it is safe to say that traffic over the joint track is typically heaviest toward the end of the week, with Tuesdays normally the slowest day of the week. A day spent anywhere along this line will easily result in numerous trains.

With the traffic density this line sees, the multiple-track configuration allows the dispatcher several choices in routing trains and keeping it all moving. Between WB Junction and Hardin, the CTC allows the dispatcher to run trains in either direction on both tracks. Both Santa Fe and NS trains in either direction can and do use either track according to the dispatcher's needs. From Hardin on to the end of the joint track at CA Junction, the directional-track signaling of the Santa Fe line means that the westbound trains use the North Track, whereas eastbounds use the Middle Track. Again, trains of either road can be found on these two tracks. The separate NS track (timetable South Track) is bi-directional, thanks to CTC, even though there are no controlled sidings on this stretch.

With all of these routing options, trains usually move through the area unhindered. Still, congestion can occur at times. Just west of the joint track is Santa Fe's single track bridge over the Missouri River, the only stretch of single iron on their entire line between Chicago and Kansas City. At one time, this bridge featured gantlet track across its length, but now it is controlled with switches at each end. In addition to the joint track, NS has trackage rights over this stretch of the Santa Fe from CA Junction on into Kansas City. As a result of the volume, train traffic can easily bottle up around the bridge, with the resultant congestion spilling over onto the joint track.

Railfan tips

Railfanning the joint track is fairly easy. Starting from Carrollton, Missouri Route 10 follows the line on the south side directly toward Norborne. West of Norborne, Route 10 runs first to the south and then to the west as the tracks cut the hypotenuse of the triangle to

THE WEST END OF THE JOINT TRACK is CA Junction,where Santa Fe VMCOK1-14 was westbound with C40-8W 829 and C44-9W 640 on April 14, 1995; the foreground track is one of the crossovers to the NS main. That same day, an NS train was eastbound (**left**) on NS track at Norborne with SD60 6688 and C36-7 8525. Early that morning, Amtrak's *Southwest Chief* No.4 was eastbund on the massive Missouri River bridge (**below**) at Sibley.

Hardin. There are several gravel roads that cross the tracks between Norborne and Hardin, but none follow them for any significant distance — and some are minimum maintenance roads and can be impassible after a rain.

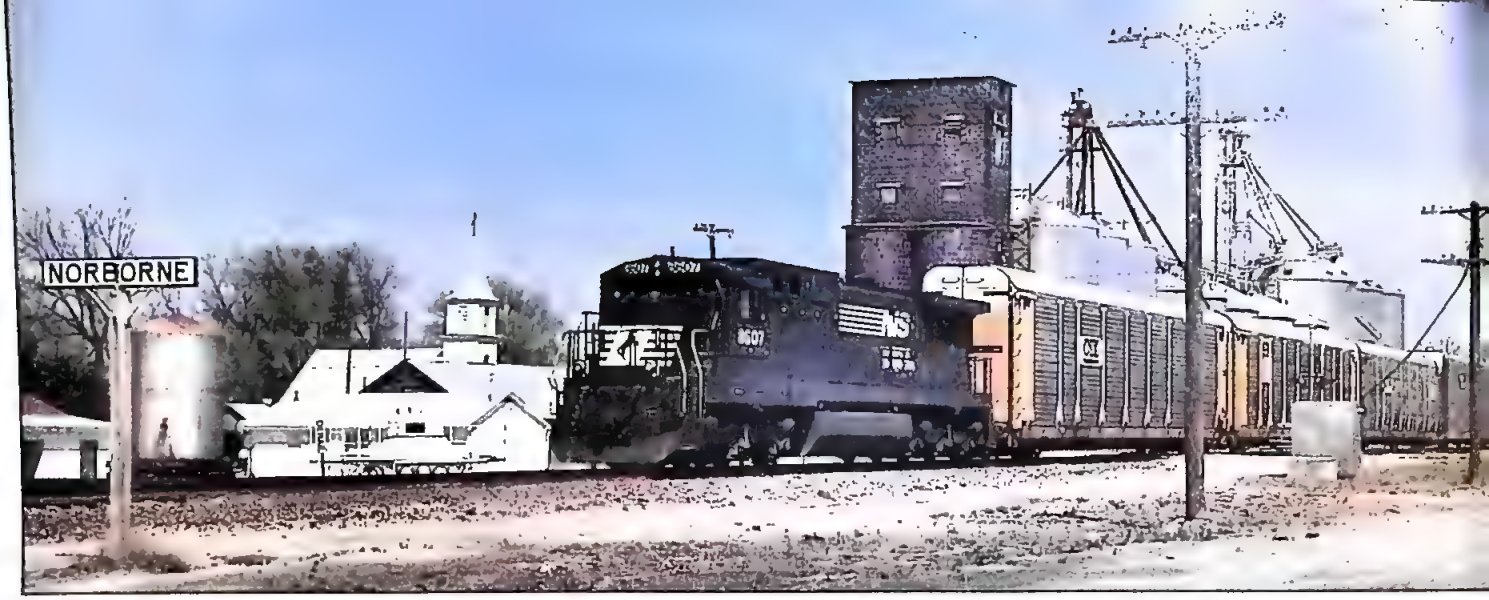
County Route DD runs west of Norborne and turns south into Hardin, nearly the mirror opposite of what Route 10 does between these two points. At Hardin, a new overpass takes Route 10 over the tracks to the north side and then heads west to Richmond. County Route J runs south out of Hardin and over to a point on Route 13 just south of Henrietta. Again, the railroad takes the short route between Hardin and Henrietta, but there are several gravel roads that cross the lines between these two towns.

Leaving Henrietta, County Route H follows the lines west to an intersection with Route T (old Missouri Route 210), which then runs along the lines the rest of the way to Camden and CA Junction. Immediately west of here, the Santa Fe, which has been the northerly of the two lines all along, heads up and over the Norfolk Southern on its way to the Missouri River bridge at Sibley. There is no direct access to the Santa Fe bridge over the NS other than hiking a quarter or mile or so along the NS right of way, and it is somewhat overgrown in the area.

Most any good road atlas will be adequate to get you to the area and allow you to follow the line on the main roads. The Missouri state highway map has in recent years included the railroads on it and is particularly useful. County roads in the area are fairly easy to follow without maps, but having good county maps or topographical maps may save time and help avoid wasted mileage. In particular, during late May of 1995 the Missouri River flooded this area and many of the roads around Henrietta and Hardin were closed. Good detailed maps helped in finding alternative routes to get to the tracks in several areas. For those with multi-media computers, a map package such as DeLorme's Street Atlas USA can also provide maps that show the county roads.

Train speeds on the joint track are generally high, but Amtrak is allowed a maximum of only 79 m.p.h. on the Santa Fe due to a lack of train stop equipment on the joint track. East of WB Junction, Amtrak is permitted 90 m.p.h., as train stop equipment is in place there. Santa Fe freights are nominally limited to 55 m.p.h. with intermodals running up to 70. Norfolk Southern runs intermodals at 60 and all others at 50.

Talking hotbox detectors are located at MP 401.9 on the South (NS) track, about half way between Norborne and Hardin, MP 407.5 on the North and



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Middle tracks (ATSF) just west of Hardin, and MP 415.4 on the South Track near Camden. Norfolk Southern has a detector located at MP 203.9 near Wakenda, about nine miles east of the joint track and another at Missouri City, MP 258, about 14 miles west of the joint track. Additionally, Santa Fe has detectors at MP 382.8 just east of Carrollton and MP 432.0, near Atherton, across the Missouri River. This last detector is hard to hear unless you are at the extreme west end of the joint track. Norfolk Southern trains provide an additional degree of notification when their crews call signals over the radio — and they usually include the train symbol, as well. Generally, you'll have reasonable warning of an approaching train, either by radio or by sight on the long tangents. AAR channel 30 (160.560 mHz) is used by Santa Fe and NS on the joint track, and channel 22 (160.440) is in use by Norfolk Southern on their trackage.

While you won't find snowcapped mountains or multiple S-curves, there are plenty of photo opportunities on the joint track. The northeast-southwest orientation means that eastbounds are best photographed early in the morning, while there is good lighting for westbounds throughout the day. Late afternoon and evening sun during summer months even manages to move over to the north side of the line between WB

A CLASSIC WIG-WAG SIGNAL guards a Santa Fe grade crossing at Camden, where C44-9W's 644 and 658 had the PRICH1-11 eastbound on April 14, 1995. Tim Bess got a different view of NS 469 at Norburne (**above**) that same day, which wrapped up with Santa Fe auto parts train VACMC3-14 eastbound on the Missouri River bridge (**left**) behind a B40-8.

Junction and Henrietta. Most photo locations are easily reached by road, and good shots can be had without trespassing on either the railroad or private property. Open farmland scenery predominates, as the line runs basically in a river bottom.

Several signal bridges still exist, including ones in Carrollton just west of the depot, a pair located both east and west of the small town of Floyd just west of CA Junction, and one at East Sibley at the end of the river bridge. Some elevators in Norborne provide background variety, and the new Route 10 overpass on the eastern edge of Hardin has wide shoulders and good views in both directions. The Crooked River bridge, a medium-sized through truss just west of Hardin, is a great spot for mid-day to afternoon shots of westbounds. The Norfolk Southern track crosses the river nearby on a through plate girder bridge.

In Henrietta, the depot still stands as a backdrop, but the proximity of the overhead highway bridge limits this location to morning eastbound shots. West of Henrietta, the river bottom narrows, and approaching Camden the lines begin to hug the bluffs as they wind around some curves into CA Junction. Other good photo accessories are the Santa Fe-style station name signs in several places, including WB Junction, Norborne, Hardin and CA Junction.

While in the area, Santa Fe's massive Missouri River bridge at East Sibley is well worth the visit. The line toward the river bridge is easily followed on gravel roads, and a couple of roads run up near the bridge itself. As the east approach to the bridge continues to cross flat river bottom farmland, the Santa Fe climbs an increasingly large fill up to the final steel trestle approach to the bridge itself. Given the open farmland nature of this east approach, telephoto lenses work well in getting shots of trains crossing the river bridge from the public roads. There is good lighting for eastbounds in either early morning or late evening as there is access to both sides of the bridge. In morning shots you will have the large Missouri Public Service generating plant as a backdrop across the river in Sibley itself.

One other rail item of interest in the area is located in Orrick, on the Norfolk Southern about four miles west of CA Junction. Wabash "Tyco" style caboose 2790 is on display in midtown across the street from the NS main line. It appears to be in good shape with a reasonably accurate paint scheme, although the Wabash flag herald is obviously hand painted.

In the unlikely event of a slow period along the joint line, other railfan action can also be found nearby on Burlington Northern's Brookfield cut-off (also known as the Kansas City Short Cut), built in 1953 as a part of CB&Q's Galesburg to Kansas City main line. This line was built as a bypass to the Q's original Kansas City line via Cameron, Missouri. It connects with the Norfolk Southern about eight miles west of CA Junction at a junction known as Maxwell, and then BN uses the NS line on into North Kansas City. Southern Pacific has trackage rights over this stretch of track, and the BN line as a part of their Kansas City to Chicago route. Additionally, Union Pacific's ex-MP River Subdivision, running between Kansas City and Jefferson City, is just a few miles to the south of the ATSF-NS joint track. This main line, which also hosts SP trains on trackage rights, runs along the south side of the Missouri River and is accessible via Missouri Route 13 out of Henrietta or US 24/65 out of Carrollton.

Fast food outlets can be found in Carrollton, and gas 'n food quick shops are available in most of the towns along the line. Just a few miles north of Henrietta is Richmond, a town of about 5500 with various food and lodging accommodations. With Kansas City only 40 or so miles away, ample lodging and other facilities are within easy driving distance.

Coming Changes

With the BNSF merger now under way, expect to see changes in this area. For the railfan, it is mostly positive, as the plans are to shift most of the traffic off of BN's Kansas City line west of Galesburg, Illinois, onto the Santa Fe, which is about 30 miles shorter. Also, SP has obtained future trackage rights for certain traffic via the Santa Fe from Kansas City to Chicago as a concession to remove their opposition to the merger. Thus, within the immediate future, the joint track should see even more variety of trains and motive power.

And what about Norfolk Southern? As the Western rail scene reshapes itself, there are concerns about what may happen with the Eastern carriers. Coast to coast mergers have been rumor fodder for years. Although there are no developments out in the open that would change the Norfolk Southern or its operating pattern, the railfan community knows all too well that things don't stay the same forever. For the time being, it appears that the big black thoroughbred will keep on running its trains with engines pointed every which direction.

The next time you're headed toward Kansas City, you might want to allow yourself a visit to Carrollton and the surrounding communities. If you like lots of trains with a variety of traffic and paint schemes, give this area a try. You won't be disappointed.

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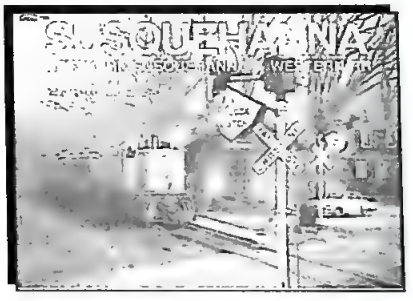

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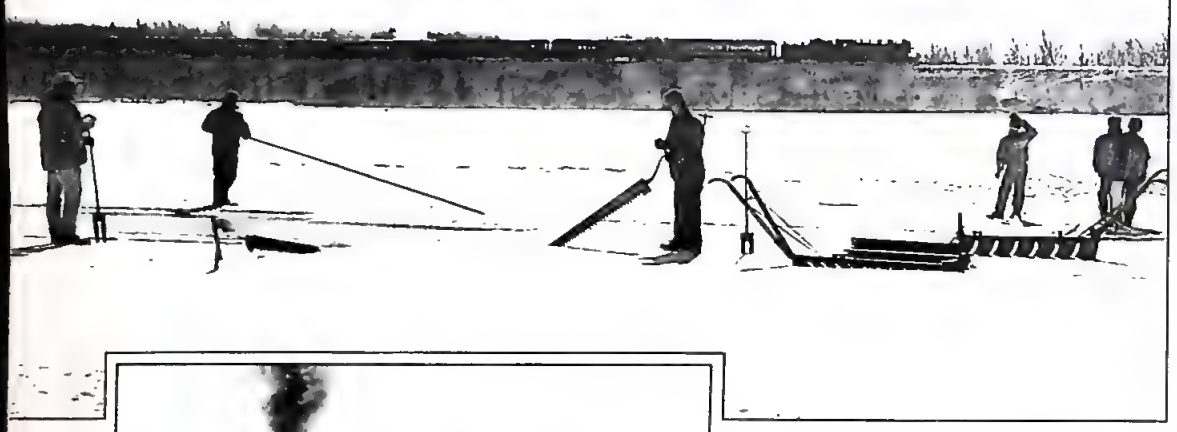

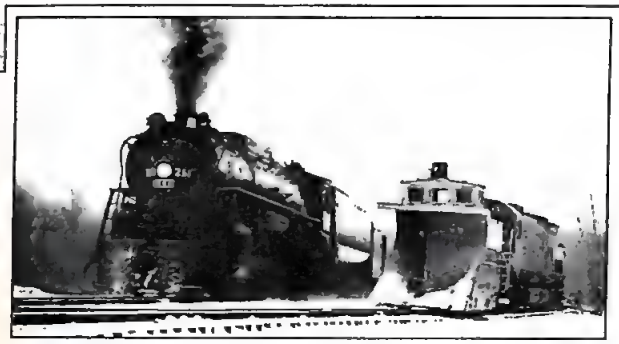

WINTER TRIPS at Steamtown included runbys with CPR 4-6-2 2317 on the fill over Mill Pond No.1 at Tobyhanna as local residents, harvesting ice with hand tools, paused to look on. The Delaware-Lackawanna used its ex-CP M636 4743 to run the plow back to Scranton. The pair posed (right) with the 261 in snow at Tobyhanna.

Grand white plumes went skyward over northeastern Pennsylvania on President's Day Weekend 1996 as Milwaukee Road 4-8-4 261 and Canadian Pacific 4-6-2 2317 were hot and working during the "Snow Spectacular" weekend at Steamtown National Historic Site. The outside temperatures were below freezing throughout the four day event, held on February 16-19, 1996. Even National Park Service officials were impressed with the sights of steam in the frozen landscape, and that roughly 1000 people came to Scranton to see it. The longest distance travelers included individuals from Germany and England.

On Friday, 261 pushed the Delaware-Lackawanna Railway's former-CPR wedge plow to Tobyhanna with a passenger train behind the locomotive; Saturday and Sunday featured excursions to Tobyhanna under mostly blue skies with 261 pulling the train uphill to Tobyhanna and 2317 returning the train to Scranton, and Monday featured a photo freight with the 261 ahead of 17 freight cars and a short passenger consist. Photo runbys were plentiful; at least eight occurred each trip. Roughly 800 people paid to ride various combinations of trips, and on Tuesday February 20, video producer David Goodheart chartered a freight train for roughly 30 people which performed its photo runbys at different locations. The classy M-K-T business car 403

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BACK ISSUES Railroad/Railfan. 1981-may 1992 (missing November 1981, October 1990); Loco plus Railroad Preservation, #9-44 (missing 12, 33). Make offer! Ray Fritsch, 1101 Franklin, Normal, IL 61761. 596

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CHARLOTTE, NORTH CAROLINA, June 21-22, 1996, Railroad Collectibles and Model Train Show in conjunction with National Railway Historical Society National Convention. Charlotte Convention Center, 501 S. College Street. Friday 4:30 P.M. to 8:00 P.M., Saturday 10:00 A.M. to 5:00 P.M. Admission $4.00, under 13 free. Tables $40.00 until April 1, Then $45.00. Information SASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 796

carried the marker lamps of both excursion trips. At the night photo, a Steamtown tradition since the early 1970s, a whopping 83 people and their tripods got cozy and shot both locomotives and the plow in three poses at the restored Bridge 60 Tower, now Steamtown's dispatching center.

The planned and unplanned were also worked into the weekend. Unplanned was the wedding of Rich Rushok and Lori Schwartz at 8:15 Sunday morning in the cab of 261. Unplanned was the D-L bringing its just-purchased Canadian Pacific MLW M636 4743 to Tobyhanna for photography and to bring the plow back to Scranton. Unplanned was the presence of *Railway Age* executive editor Bill Vantuono on Monday's freight train to gather photos and interviews to use in the 120th Anniversary issue of the industry's oldest existing publication. And also unplanned was a pleasant-pitched version of a steamboat whistle on the 261 which turned out to be from one of Lehigh & New England's behemoth 2-10-0s. The whistle was a great hit, loaned for the weekend by Chad Frederickson of the Reading & Northern steam crew.

Planned was the annual ice harvest in Tobyhanna where the Leonard family and neighbors cut ice on old Mill Pond No.1 just east of the Tobyhanna depot. The neighborhood built a small ice house, and they harvest ice each year entirely with hand tools. Ice harvesting was once a big industry in the Poconos, and the Lackawanna Railroad relied on these lakes to fill its reefers and passenger cars. During the excursions car attendants were announcing that walking tours down to the ice harvesting during the layover and photo runbys at Tobyhanna.

With traditional 18-inch sawdust insulation, the ice house keeps ice throughout the summer, and the local residents use it at will, mostly for larger picnics. One resident told me that this past October the ice was still waist deep, so they left the door open so that what remained would melt in time for this year's harvest. And the residents were only too glad to allow anyone willing to do any part of ice cutting they liked. So, of course, I took my turn at cutting several square feet of ice and floating it down to where others would hoist it into the ice house. And with the 2317 and 261 doing photo runs on the fill over the Mill Pond while the residents were busy harvesting, the backlit scene appeared like something out of Courier & Ives.

Meanwhile, the weekend was a great success, and several participants are encouraging Steamtown to make the winter trips into an annual event. It's been more than ten years since the East has seen big steam in the cold, when Ross Rowland's C&O 4-8-4 614 thundered through New River Gorge on the ACE 3000 coal train tests in 1985.

And speaking of Ross Rowland, now a licensed engineer with New Hope & Ivyland

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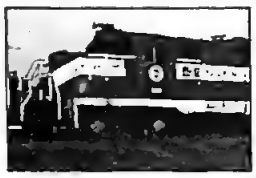
•THE YADKIN VALLEY: Tony Reevy looks at the rebirth of two former-Southern Railway branches in North Carolina as a customer-oriented modern short line.



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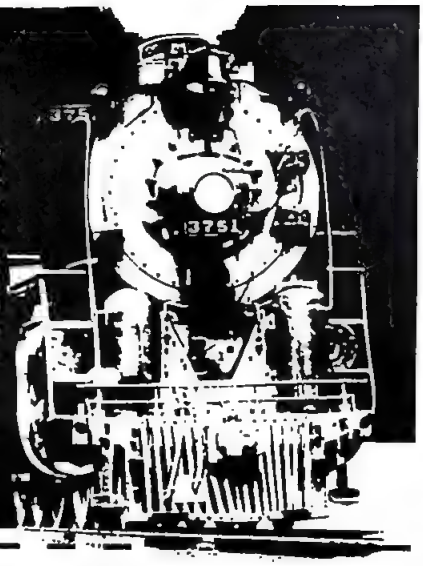

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where his 614 is currently stored, he was a *bona fide* volunteer on the 261's crew on Monday and Tuesday and got to run the 261 for a couple of segments. Mike Schaefer, one of 261's regular fireman, said that "Ross was a perfect gentleman with the engine and a pleasure to work with. He let me know what he was doing, and he didn't beat the machinery." That's about as high a praise as you can get from a fireman.

Steamtown superintendent Terry Gess considered the winter weekend a tremendous success, and he's already said they'll do it again next year if the equipment is available. Terry also made a few positive announcements concerning the 1996 season (see RAILNEWS).

Thomas's big brother

Doug Bailey from Minnesota was on hand for the Steamtown weekend and was lineside as the 261 departed Scranton on Sunday morning. Next to him was a young father with his three-year-old son. Trying to explain what they were doing there in terms the youngster could understand, the father had apparently told him that, "we're going to see Thomas the Tank Engine."

The 261 came storming up the hill with a resounding exhaust punctuated by that beautiful L&NE whistle, and the kid was awestruck. As the engine faded into the distance, the kid looked up with heartbroken tears in his eyes and exclaimed, "Thomas grew up!"

As they headed back toward their car, Dad was overheard comforting his son that 261 was "Thomas's big brother" and that Thomas hadn't really changed.

—MIKE

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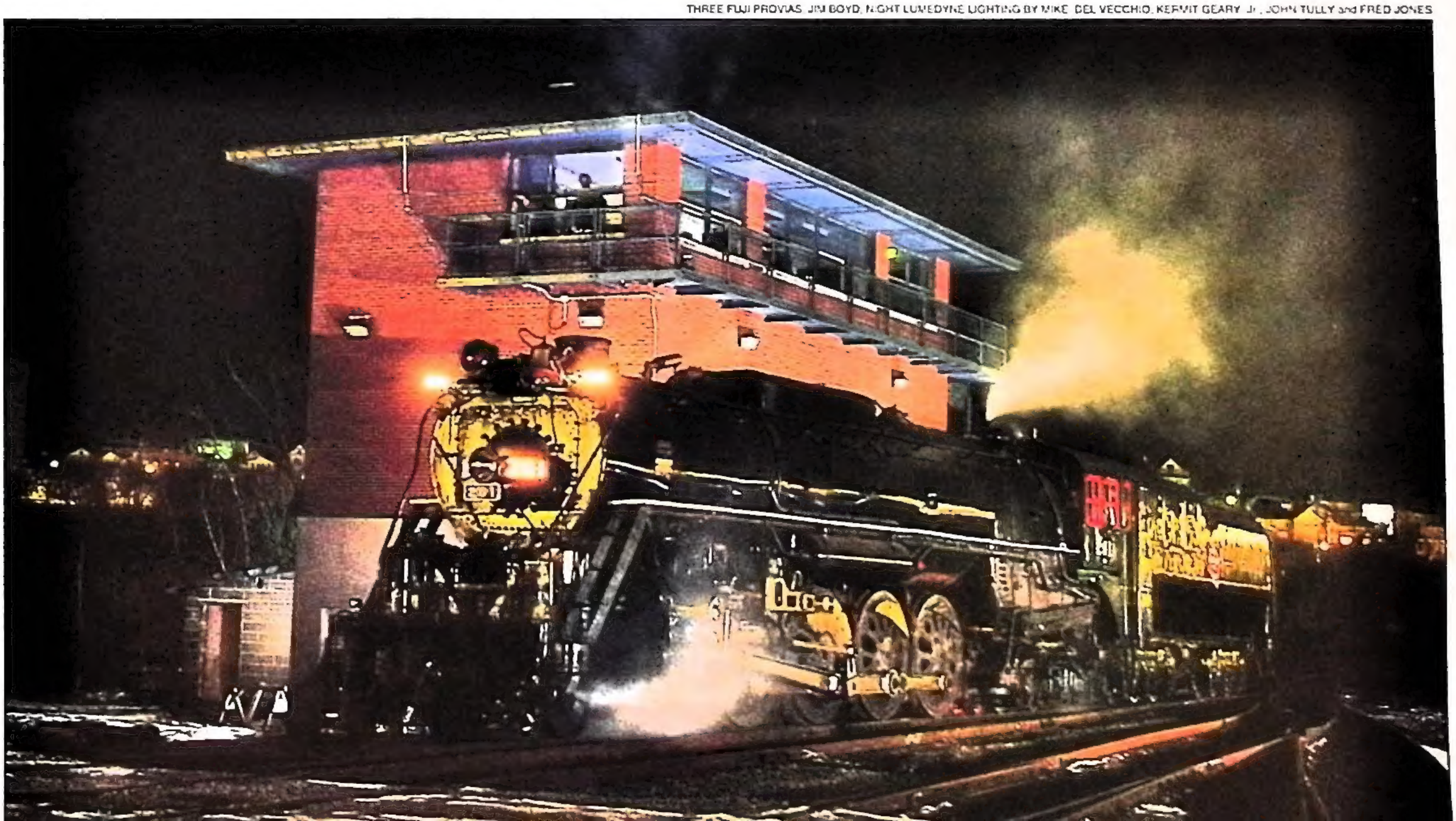
THE PLACE FOR STEAM LOVERS TO BE during President's Day Weekend 1996 was Northeastern Pennsylvania as Milwaukee Road 4-8-4 261 and CPR 4-6-2 2317 separately filled frozen blue skies with beautiful plumes. The 261 (**above**) was performing an eastbound photo runby at Tobyhanna on Saturday February 17th, one of six for the Northern-type that day. Slightly later, Steamtown's 2317 (**right**) performed one of three runbys there before returning the seven car train to Scranton. The "Snow Spectacular" event consisted of 261 pushing a 1920s-built snowplow on Friday, an excursion Saturday and Sunday with 261 and 2317, a 261-powered photo freight on Monday and another 261 freight on Tuesday chartered privately by video producer David Goodheart. In addition, 83 people took part in the night photo (**below**), a tradition at Steamtown events since the mid-1970s in Bellows Falls, Vt. See MARKERS.

THREE FUJI PROVIAS, JIM BOYD, NIGHT LUMEDYNE LIGHTING BY MIKE DEL VECCHIO, KERMIT GEARY JR., JOHN TULLY and FRED JONES



KODACHROME: JAMES DuBOSE

KODACHROME: ROMRAIL/VINCENT J. PORRECA

GREAT WESTERN SD9 912 (ex-SP 4375) was at Milliken, Colorado, during its first revenue run on December 27. The GW also has SD9 914 (ex-SP 4302) in service. See RAILNEWS.

MISSABE TUNNEL MOTORS 402 and 404 (ex-SP SD45T-2s 6784 and 6791) led the Fairlane Extra through Forbes, Minnesota, **(below)** on February 2. See RAILNEWS.

CHICAGO & ILLINOIS MIDLAND has acquired five former IC SD20s from VMV which wear an adaptation of the early C&IM lightning stripe scheme. The 81 was at Springfield, Illinois, on January 31, 1996. At press time, C&IM was preparing to be sold to G&W Industries. See RAILNEWS.

TRONA RAILWAY has added SD9 2001 (ex-SP 4419) to its fleet of units operating in the California desert. Sporting a chopped nose and Trona's modern livery, it was photographed at Trona **(below)** on January 17.

KODACHROME: ALAN MILLER

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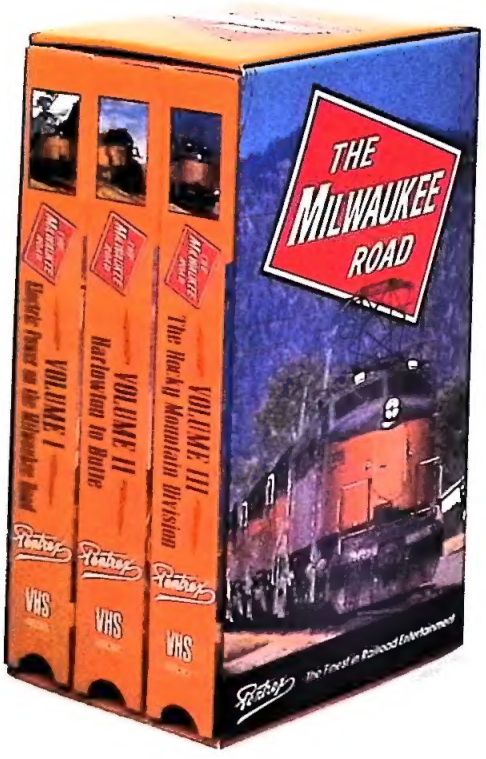

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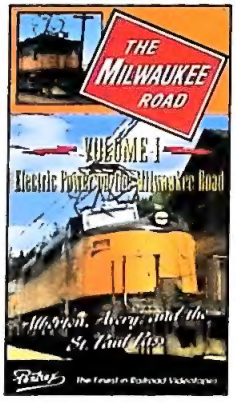
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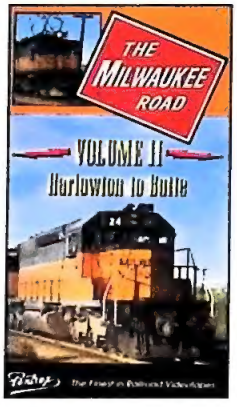

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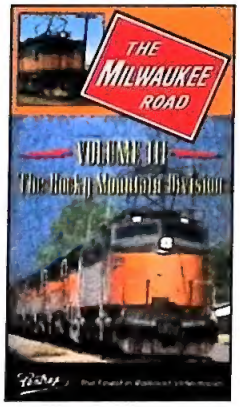

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